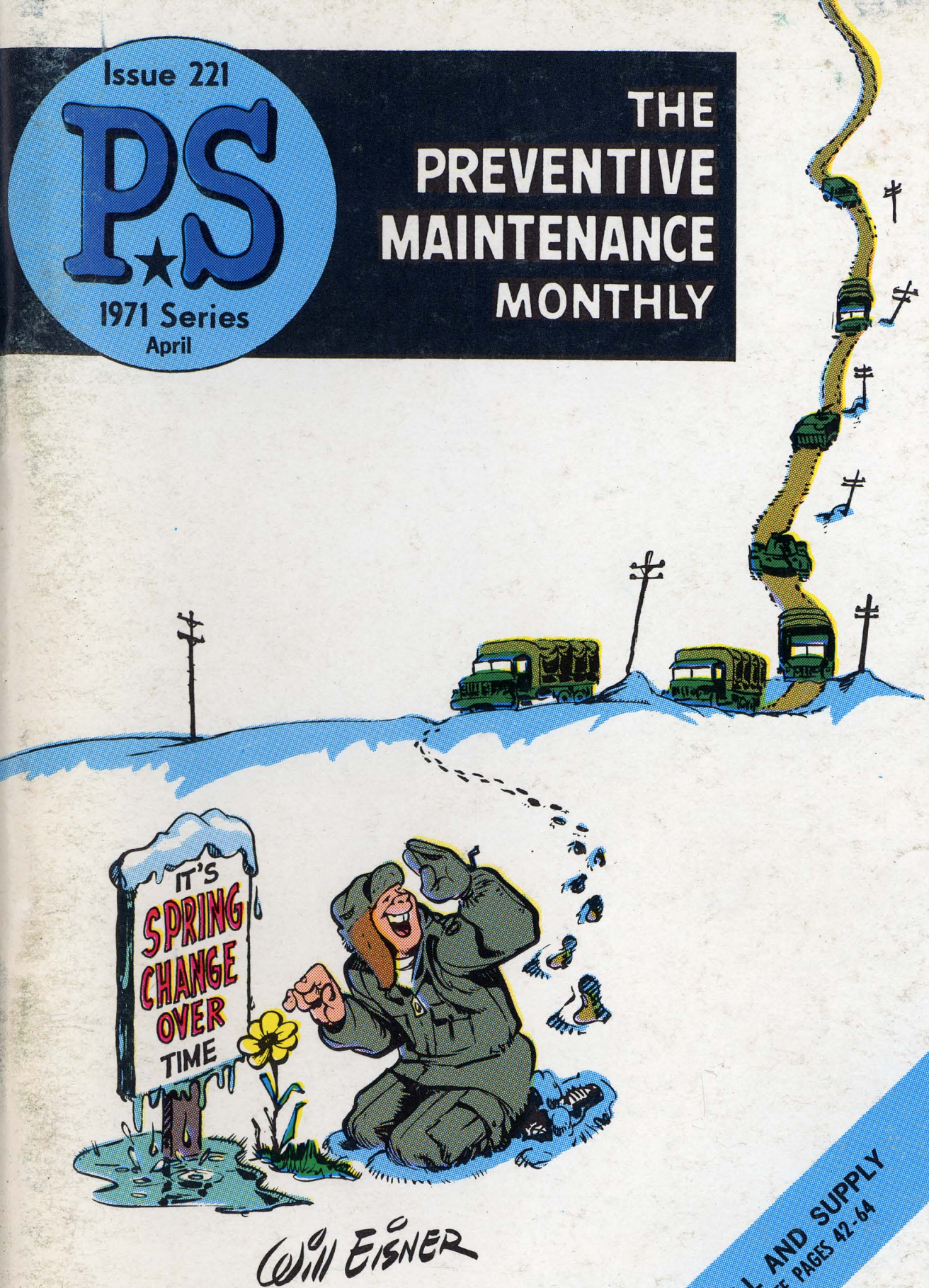
Issue 221
PS
1971 Series
April

THE PREVENTIVE MAINTENANCE MONTHLY

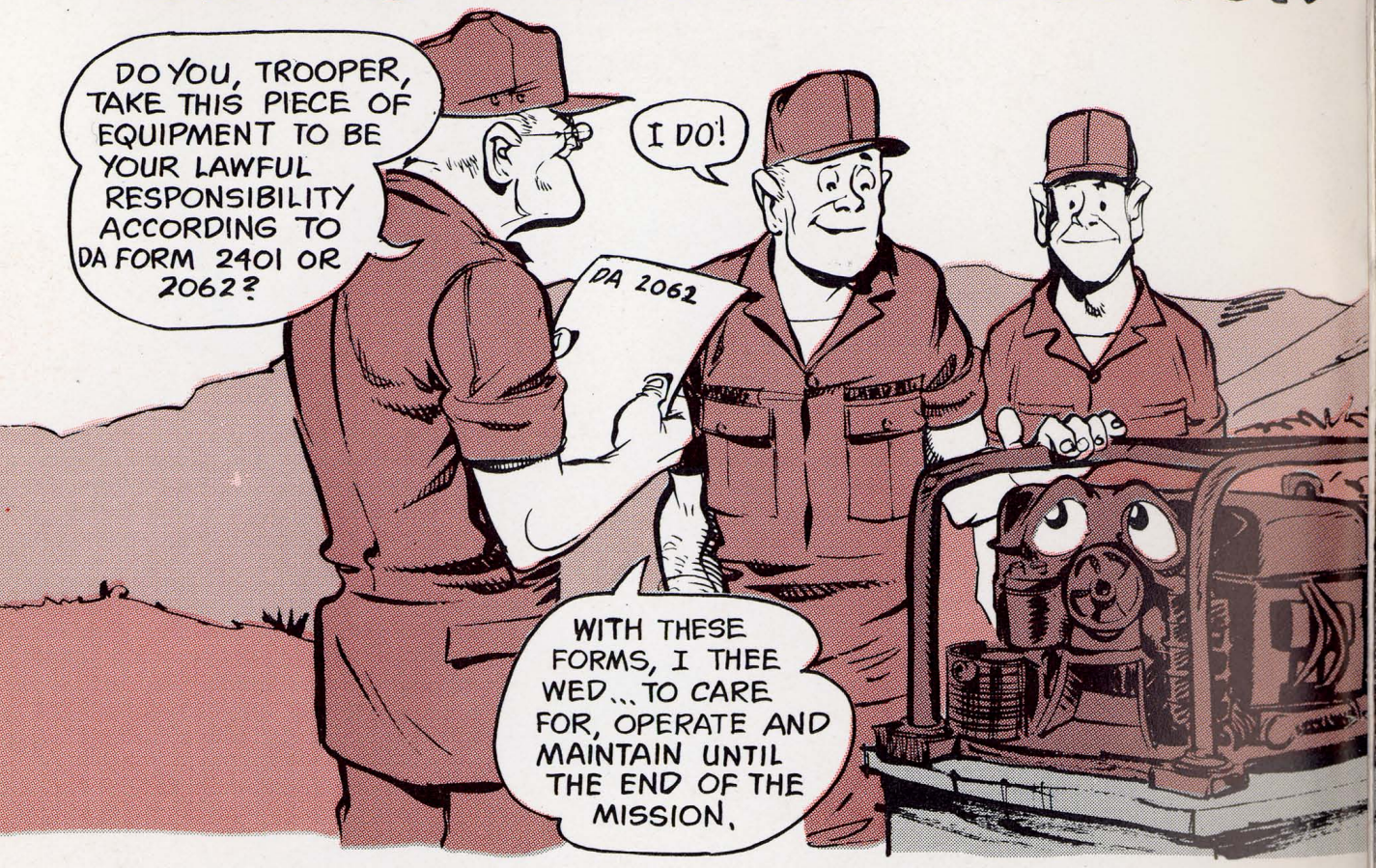


Will Eisner

PLL AND SUPPLY
SEE PAGES 42-64

NAIL DOWN...

WHO'S RESPONSIBLE FOR



Whenever Sergeant Half-Mast gets back from a trip to outfits around the Army, he has a big frown on his face and mutters around the shop about 'responsibility.'

He's all fussed-up about the scene at so many places where maintenance of Army equipment is lousy and the people in charge say it's that way because they can't pin down full responsibility for every piece of gear.

That's a crock of beans!

There are many ways to do it. One is by using the DA Form 2401, the dispatch record. It tells the man in charge who has a piece of equipment, how long, where and when he turns it in. If maintenance didn't get done, then he'll know exactly who was responsible.

Another way is to use DA Form 2062, the hand receipt. The guy who signs this form is responsible for the item of equipment per AR 735-35. So, he has to know where it is and its condition and he has to keep it in top shape at all times.

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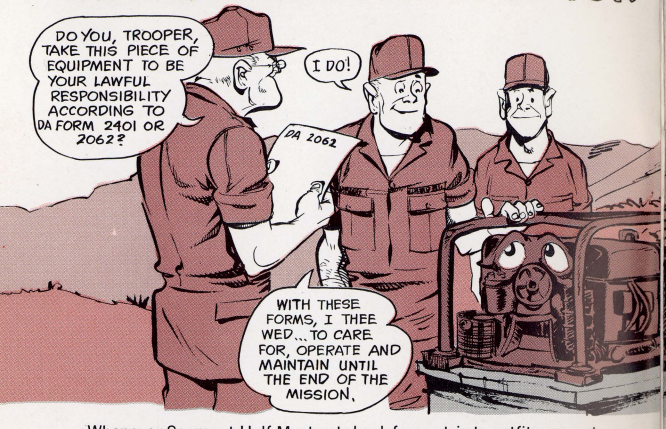

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Good record keeping tied in with close and direct supervision by platoon, section and squad leaders (both officers and non-coms), will help make sure that maintenance of gear is done and done right. Of course, the leaders have to get the know-how of maintenance before they can make sure every guy in their units do their jobs.

So, nail it down (keep a record) and keep an eye on it (supervise closely).

Maintenance is a big and important job in the Army. It takes a lot of headwork by everybody, from the newest recruit to the top commander. Do it right, and it'll help keep your outfit combat ready.

PS

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IN THIS ISSUE

FIREPOWER 2-9
M203 Grenade Launcher 2-9
.45 Cal Pistol 9
M551 9

GROUND MOBILITY 10-22
Filter PM 10-21
Turn Signal Dope 22
M113A1 Decal 22

COMMUNICATIONS 23-27
AN/MPQ-4A 23
AN/TPS-33 23
AN/PPS-4A 24
RT-246, -524, R-442 24, 27
AN/GRC-103, AN/MRC-115 25-27

AIR MOBILITY 37-40
OH-58A 37-38, 40
UH-1D 39
Ear Plugs 38

SUPPLY
Now It's MAIT 28
PLL Know How 42-64
Supply 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 38 & 40.
New Publications 41

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Sgt. Half-Mast,
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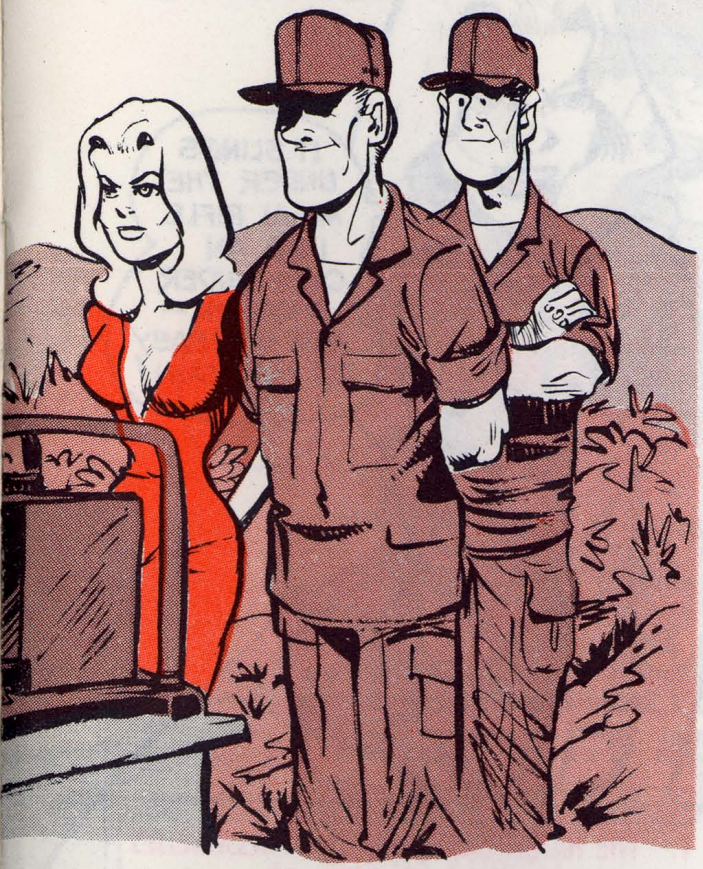
Fort Knox, Ky.
40121

MAINTENANCE!



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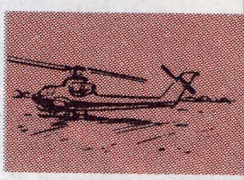

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GRENADIERS, GATHER AROUND—

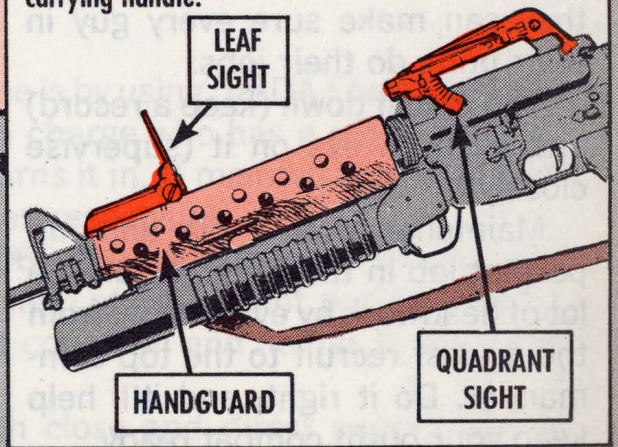
THE M203 GRENADE

WE COMBINE RIFLE-GRENADE FIREPOWER IN ONE SMART PACKAGE!

IT SLINGS UNDER THE M16A1 RIFLE LIKE AN OVER-UNDER SHOTGUN—AND IT'S EASY TO MAINTAIN!

1. THE HANDGUARD AND SIGHT ASSEMBLIES

The launcher's perforated, plastic handguard assembly replaces the M16A1's handguard. Attached to the front of the handguard is a leaf sight, which you use along with the rifle's front sight, for ranges from 50 to 250 meters. A quadrant sight, for ranges from 50 to 400 meters, is attached to the rifle's carrying handle.



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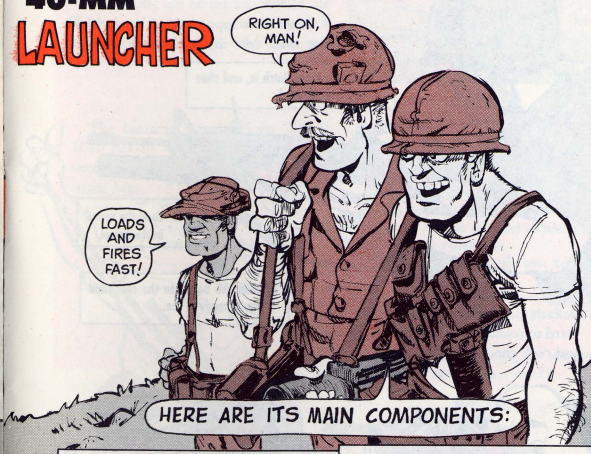
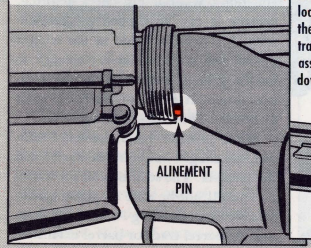
40-MM LAUNCHER



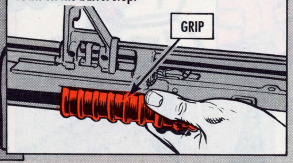
2. RECEIVER ASSEMBLY

The aluminum receiver assembly slips over the rifle, and its alinement pin seats into the notch of the rifle's barrel nut. The front end of the launcher is secured by a metal bracket which fits over the rifle barrel.



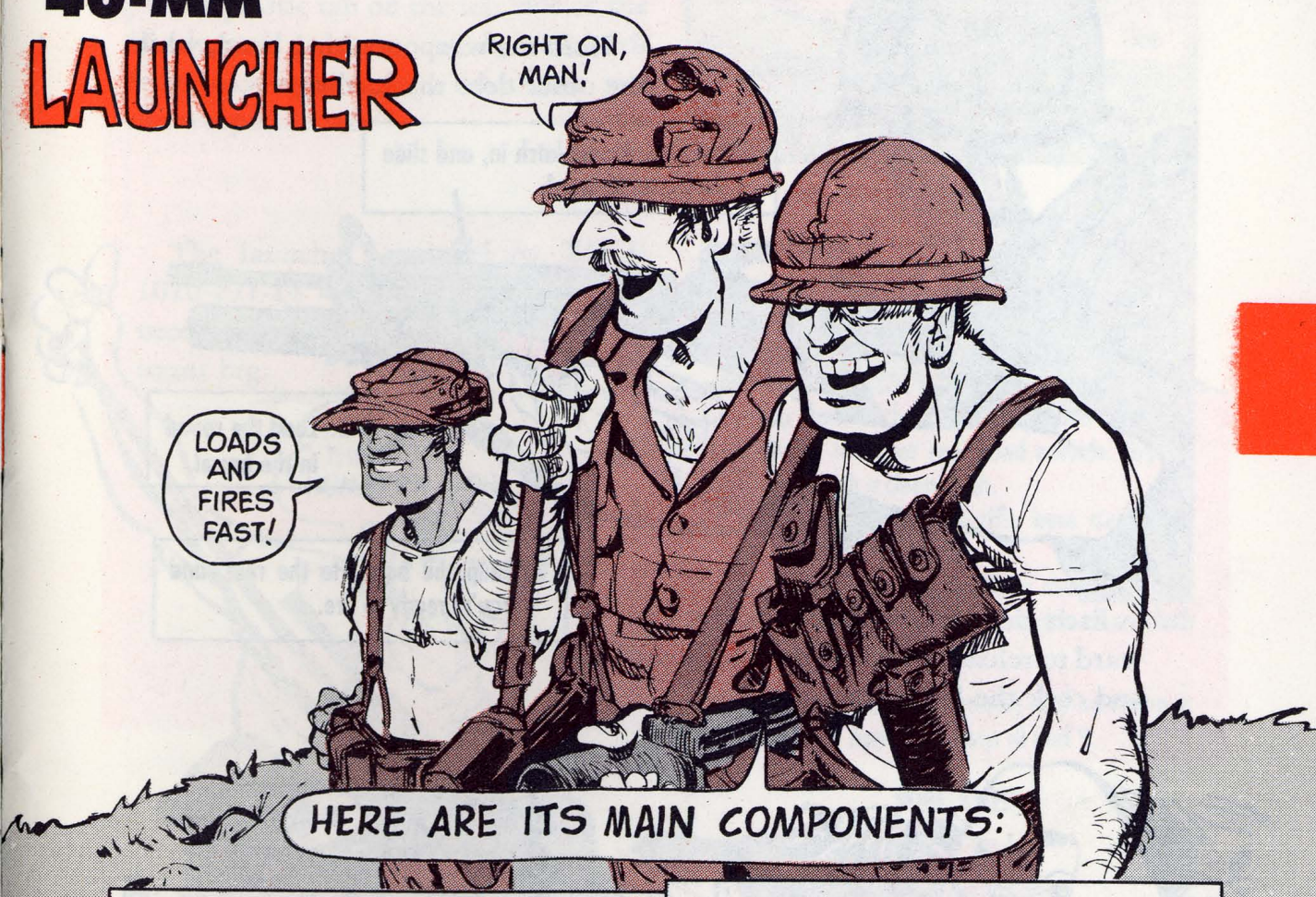
3. BARREL ASSEMBLY

The 12-in, pump-action barrel assembly has a corrugated, plastic grip, which you use to open the barrel and cock the launcher. As you slide the barrel forward (to load) you start the pump action that cocks the M203. The automatic ejector lets you reload fast enough to put several rounds in the air at the same time. The barrel stop limits the barrel's travel and locks the barrel assembly to the receiver assembly. To separate the assemblies you just press down on the barrel stop.



PS MORE

40-MM LAUNCHER



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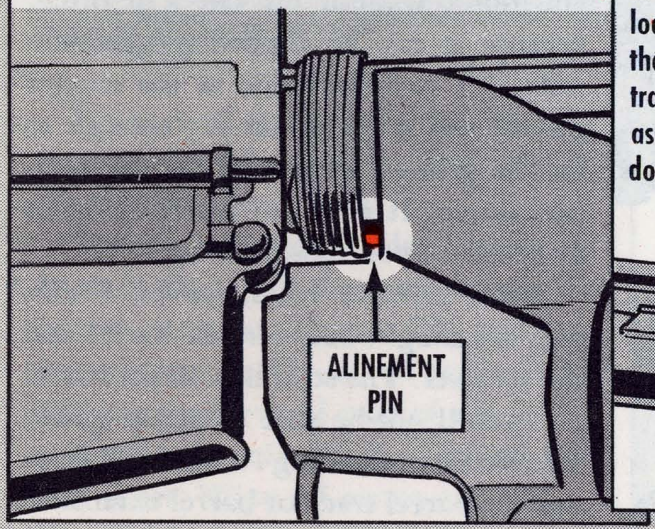

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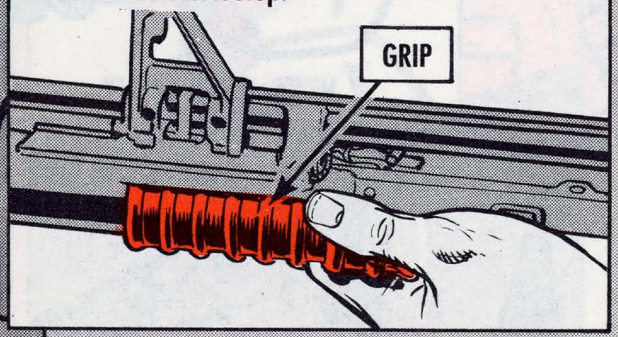


P.S MORE

EASY . . . SPEEDY LOADING

Hold the weapon with 1 hand, while the other does the loading:

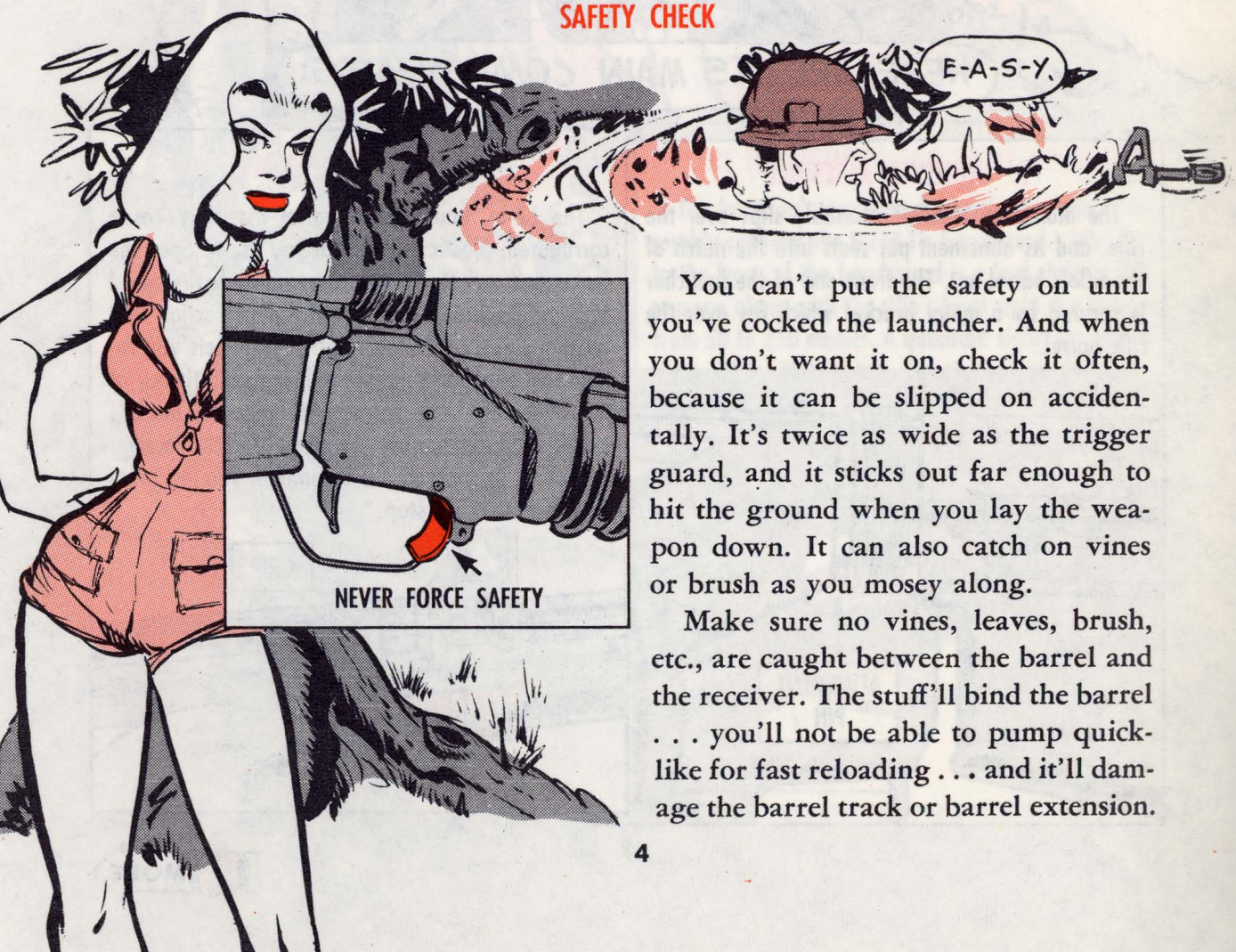
1. Press the barrel latch in, and slide the barrel forward.

2. Load the round in the barrel.

3. Snap the barrel to the rear, and you're ready to fire.

Each time you slide the barrel forward to reload, you eject the empty case and cock the launcher.

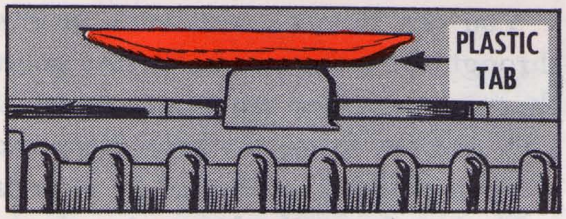
SAFETY CHECK



You can't put the safety on until you've cocked the launcher. And when you don't want it on, check it often, because it can be slipped on accidentally. It's twice as wide as the trigger guard, and it sticks out far enough to hit the ground when you lay the weapon down. It can also catch on vines or brush as you mosey along.

Make sure no vines, leaves, brush, etc., are caught between the barrel and the receiver. The stuff'll bind the barrel . . . you'll not be able to pump quick-like for fast reloading . . . and it'll damage the barrel track or barrel extension.

The plastic tab on the left side of the handguard protects the barrel latch from accidental bumps when you put the weapon down.



PM NEEDS

The launcher's covered by TM 9-1010-221-14 (Apr 70), and its PM needs are few and simple, but they count big.

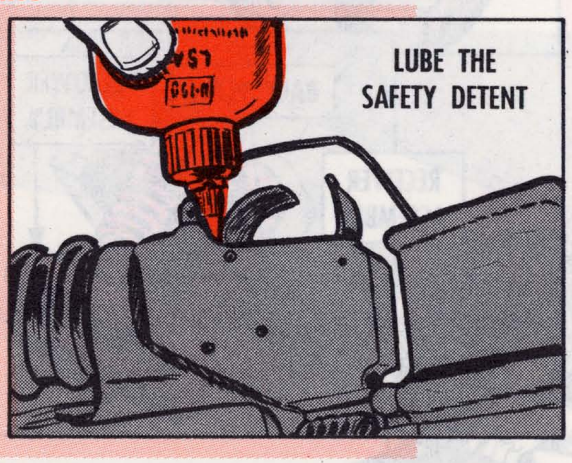
1. Use a cloth with rifle bore cleaner (RBC) to clean the launcher real good outside. Dry all surfaces with a clean cloth.
2. Use a cloth soaked in rifle bore cleaner to clean inside the barrel.
3. You'll need the bore brush to clean out powder deposits in the barrel, and a clean cloth to wipe the barrel dry.

The stuff you need for cleaning and servicing is listed in the TM's App C, Sections III and V.

LUBING

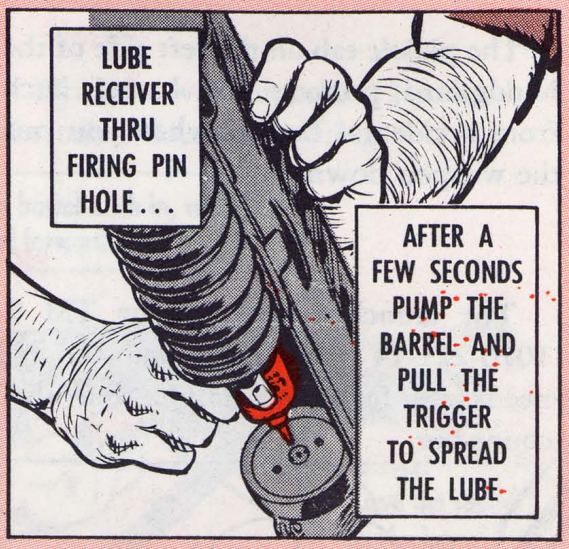
It's LSA all the way for lubing. Use it on the barrel assembly track, and on all exposed metal parts.

There's a spring-loaded detent in front of the safety that gets thirsty. To lube it, push the safety to ON, and turn the weapon upside down. Squirt some LSA on the forward part of the safety, and move the safety back and forth several times. Wipe off excess oil.



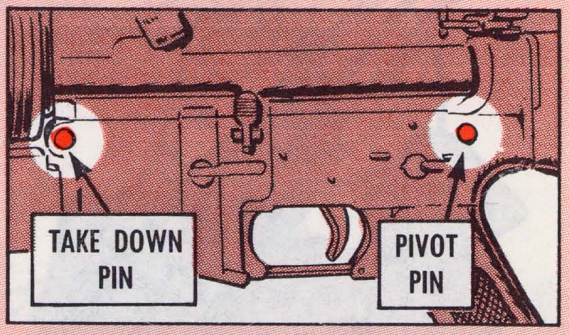
PS MORE

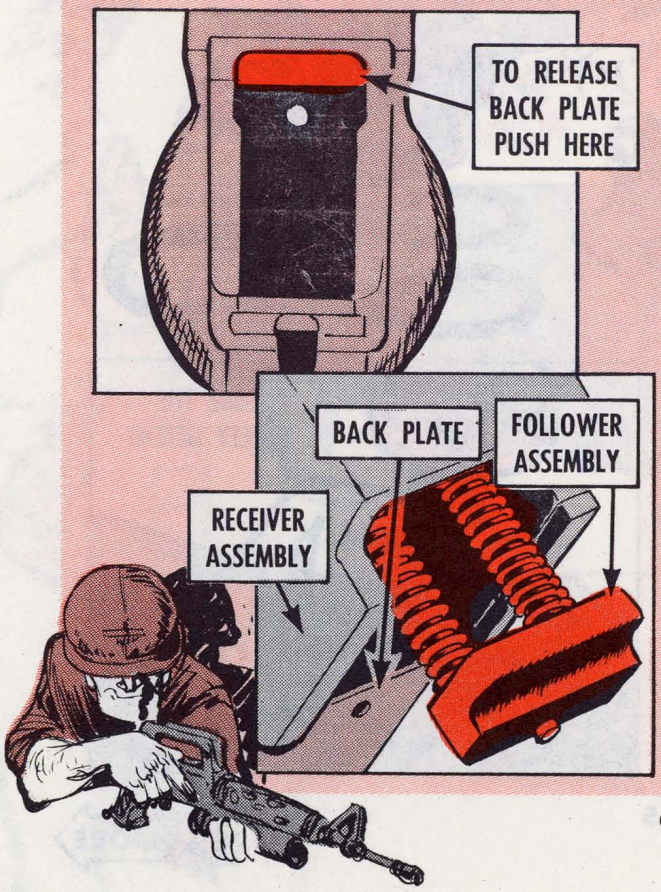
You can lube the receiver's insides through the firing pin hole. Just point the weapon up and put a light squirt of LSA into the firing pin hole. Keep the weapon pointing up for 10-15 seconds to let the lube run back into the trigger housing. Then pump the barrel several times, and each time pull the trigger. The firing pin will spread the lube around so there won't be any excess left in the firing pin well. If excess lube stays in the firing pin well it may cause a firing failure.



You're not allowed to go inside the receiver assembly — that's the armorer's responsibility. But, when he's looking over your shoulder, you can remove the back plate and the follower assembly and flush the receiver with rifle bore cleaner. Then wipe it dry and lube it with LSA.

To flush the receiver you have to separate the rifle's upper and lower receiver groups. With the point of a 5.56-MM dummy round just push in on the take-down and pivot pins, and the groups will part.





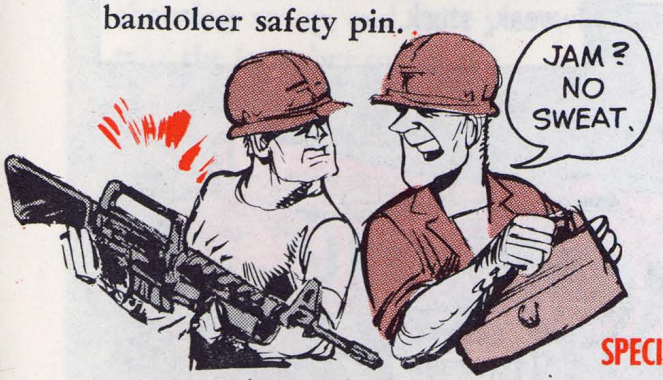
Move the barrel forward slightly to release some of the tension from the follower assembly. Then with the dummy round, push in on the follower assembly tab — just above the back plate — to release the plate. Slip the back plate down and out, and remove the follower assembly from the receiver.

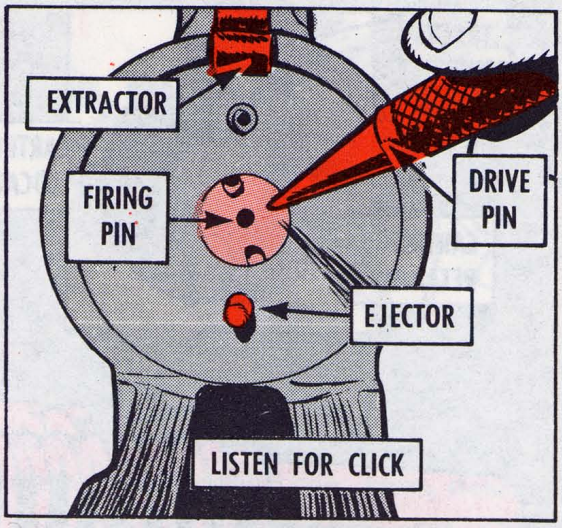
When you're allowed to do this job, try not to move the barrel forward more'n 1/2 inch. If you do, the launcher will jam when you replace the follower assembly and the back plate — you'll not be able to close the barrel.

If you do end up with a jam, your armorer can clear it like this:

With the follower assembly and the

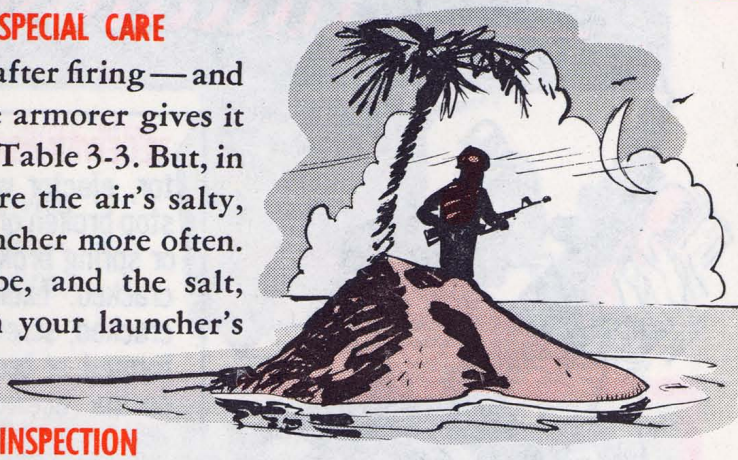
back plate in place, insert a 3/32-in drive pin into the firing pin hole and push lightly on the firing pin till there's a sharp click. Then snap the barrel home. If a drive pin's not handy, use the bandoleer safety pin.





SPECIAL CARE

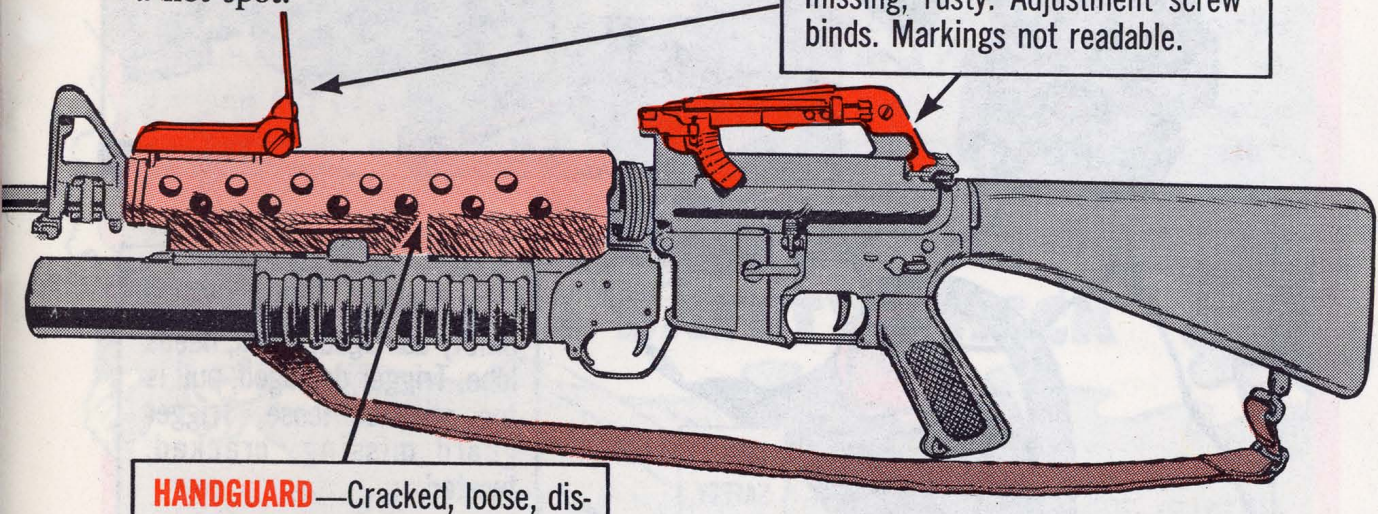
You clean and lube the launcher after firing—and weekly. Monthly, or as needed, the armorer gives it a going over like it says in the TM's Table 3-3. But, in hot, dusty, humid places, and where the air's salty, you have to clean and lube the launcher more often. These conditions are hard on lube, and the salt, grime, dampness, etc., can shorten your launcher's life.



INSPECTION

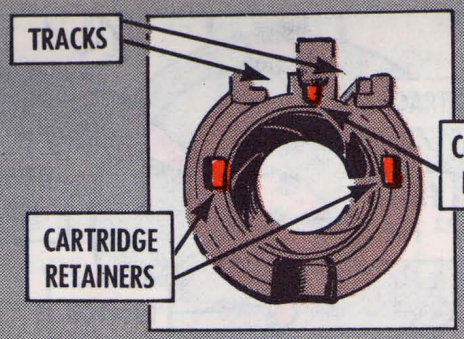
Here's a quick check-list to help you eyeball the launcher for problems that can get you gigged, or stop you cold in a hot spot.

SIGHT ASSEMBLIES—Sight mounting loose. Parts broken, stuck, missing, rusty. Adjustment screw binds. Markings not readable.

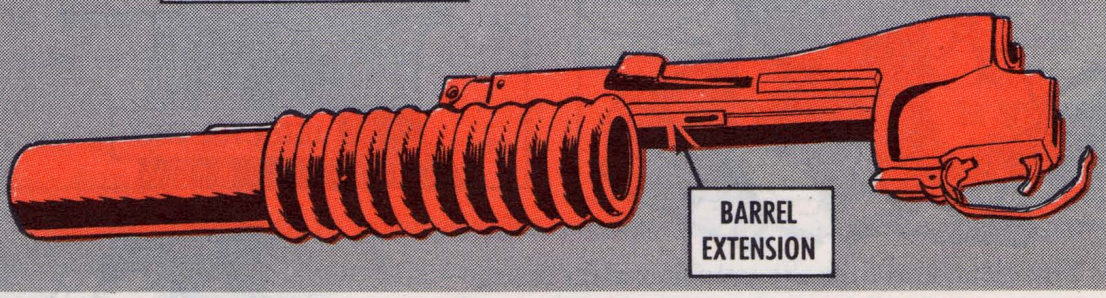


HANDGUARD—Cracked, loose, distorted. Barrel-latch tab broken.

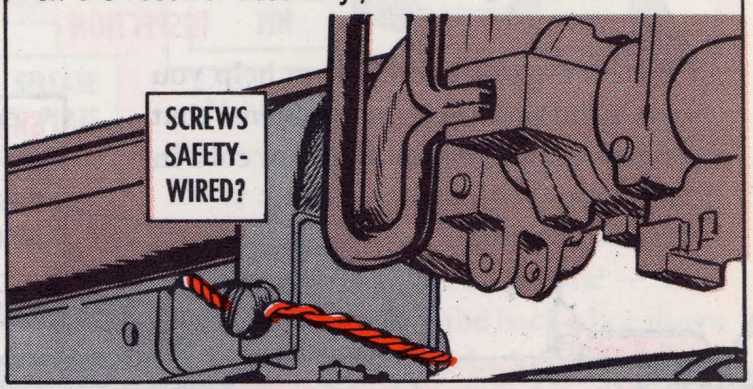
PS MORE



BARREL ASSEMBLY—Barrel cracked, burred, or bulged. Bore, chamber gouged. Tracks bind, damaged. Barrel extension bent, worn. Cartridge retainers and locator worn, weak, stuck.



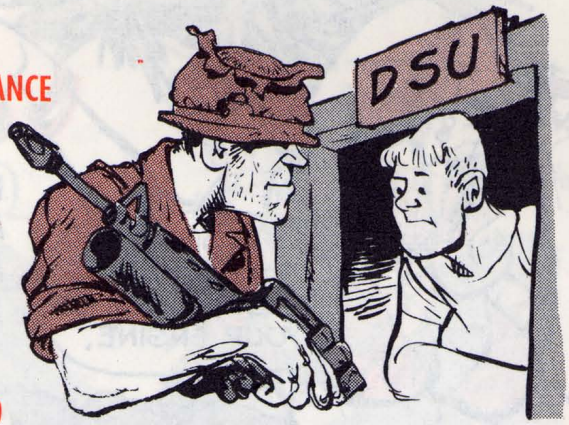
RECEIVER-ASSEMBLY—Dented, nicked, burred. Extractor, ejector worn, burred. Barrel-stop spring, pin, or stop broken or missing. Barrel-latch loose, binds; its pin or spring broken. Slides damaged. Back plate missing, cracked. Launcher mounting bracket loose, bracket cracked, screws not safety wired. Firing pin worn, deformed, or broken. (Your support outfit does all repairs on the receiver assembly.)



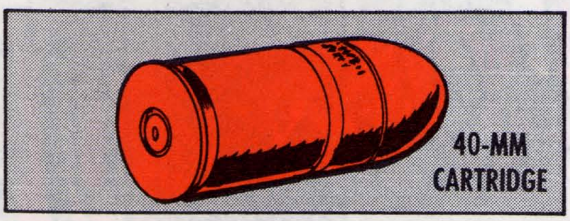
SAFETY/TRIGGER/GUARD — Safety damaged, stuck, needs lube. Trigger damaged, pull is too stiff or loose. Trigger guard missing, cracked, twisted.

MAINTENANCE

PM checks and services are called out in the TM's Table 3-2, Table 3-3 and the MAC. Table 3-4 covers trouble-shooting scoop and tells you when to take the launcher to DS.



AMMO



The M203 fires 40-MM HE, practice, flare, smoke, and MP (multipurpose) ammo. The ammo's use, care, description, identification, etc., are called out in the TM's Chap 7.

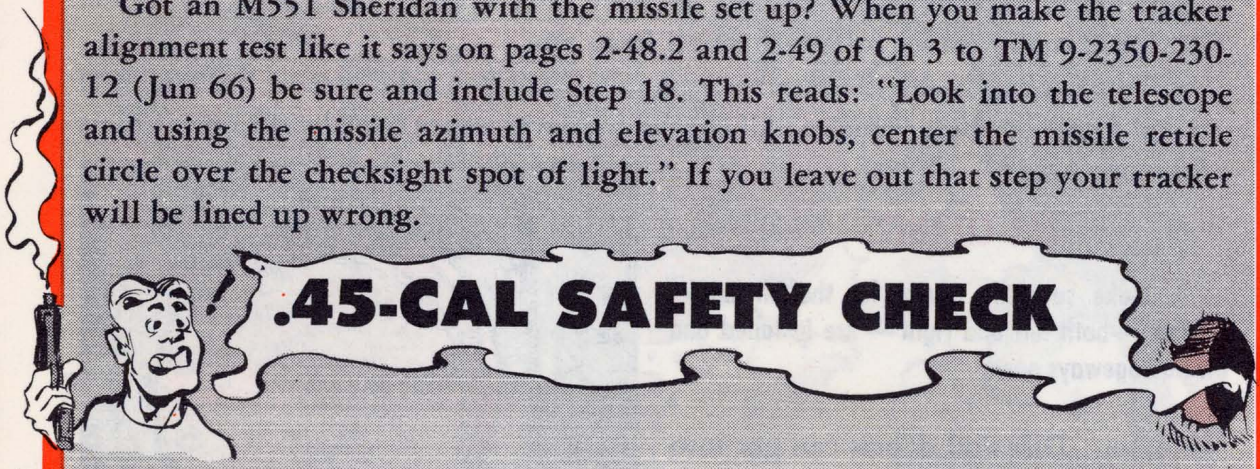
RIFLE PUBS

To take care of the M16A1 rifle you use TM 9-1005-249-12 (Aug 68) with 4 changes and DA Pam 750-30 (Jul 69).

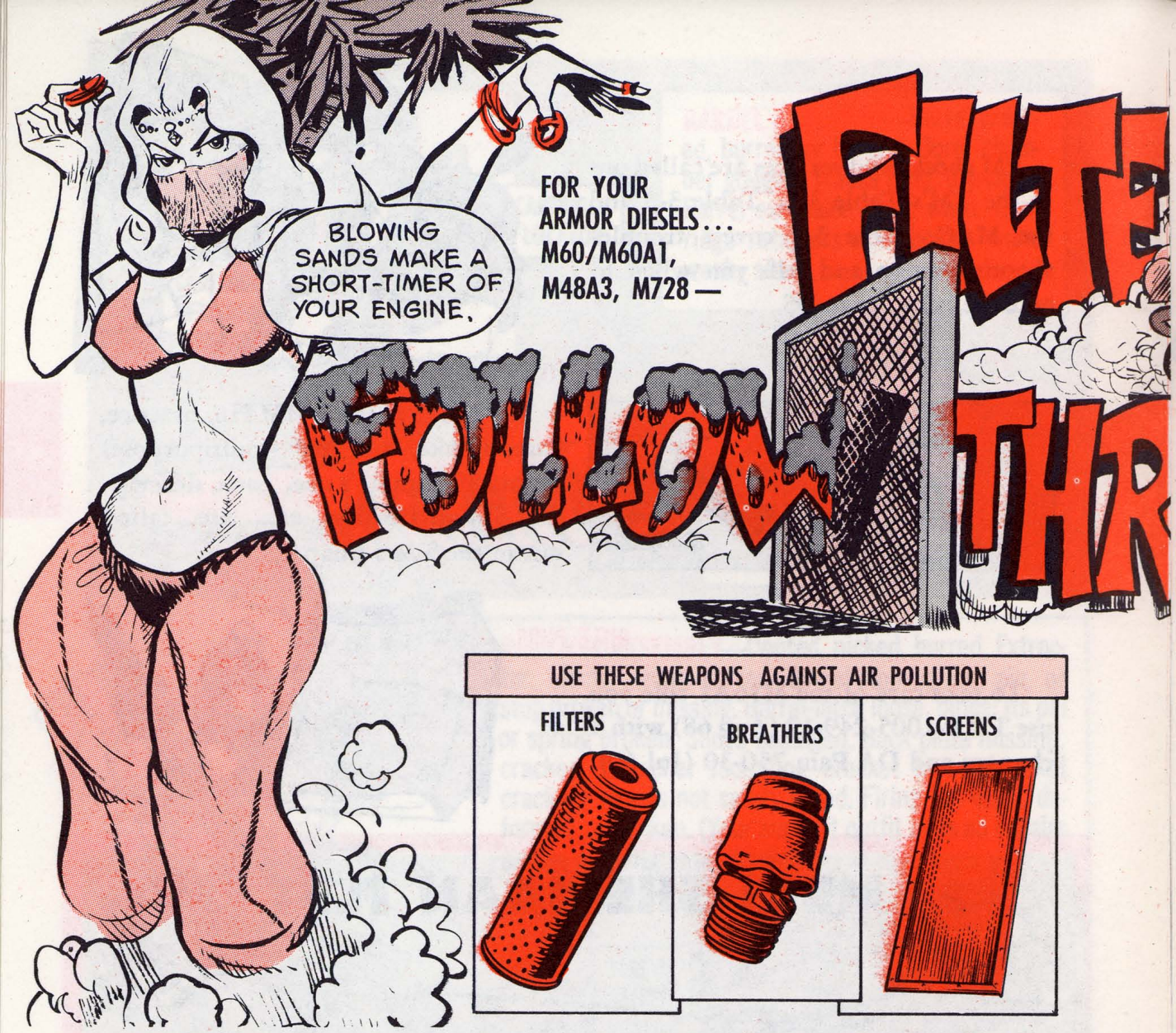
M551 SHERIDAN TEST

Got an M551 Sheridan with the missile set up? When you make the tracker alignment test like it says on pages 2-48.2 and 2-49 of Ch 3 to TM 9-2350-230-12 (Jun 66) be sure and include Step 18. This reads: "Look into the telescope and using the missile azimuth and elevation knobs, center the missile reticle circle over the checksight spot of light." If you leave out that step your tracker will be lined up wrong.

.45-CAL SAFETY CHECK



When testing your trusty .45 automatic for a worn disconnector, move the slide group back only ¼ inch. The measurement called for on page 3-2, TM 9-1005-211-12 (Sep 68) is corrected in Ch 2 (Sep 70).

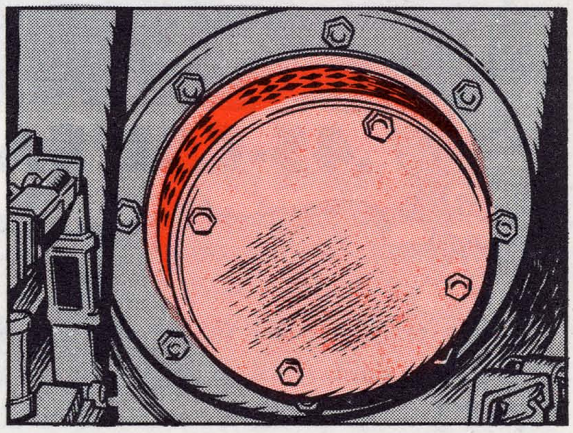


The filters, screens and breathers on your tank vehicles can't do it all alone. They need maintenance follow-through from you.

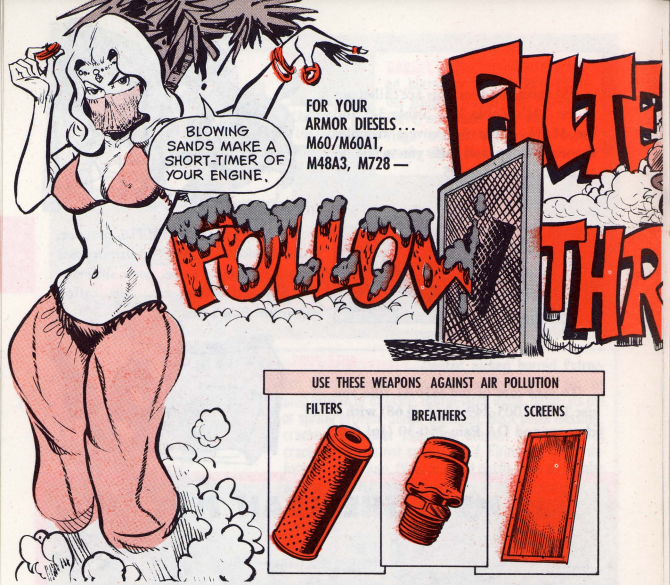
So here's a handy, by-the-numbers guide to help you take care of the air, fuel and oil filters on these vehicles. All checks and services are done by the crew unless otherwise noted.

AIR CLEANERS

1. Make sure the covers for the air intake screens — both left and right — are installed and the passageways open.

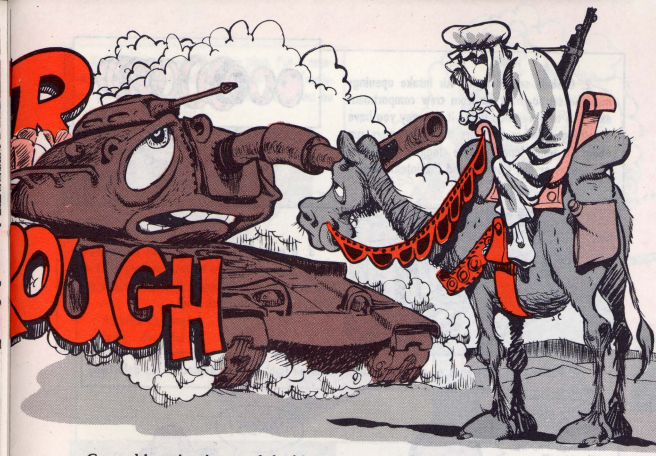


Reason: Dirt and debris can get into the air intake system if the covers are off. It takes less than half a pound of dirt to completely ruin a tank engine.



FOR YOUR ARMOR DIESELS... M60/M60A1, M48A3, M728 —

FILTER FOLLOW THROUGH



USE THESE WEAPONS AGAINST AIR POLLUTION

The filters, screens and breathers on your tank vehicles can't do it all alone. They need maintenance follow-through from you.

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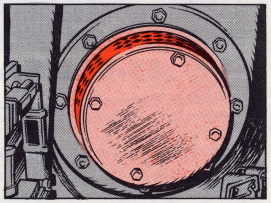
AIR CLEANERS



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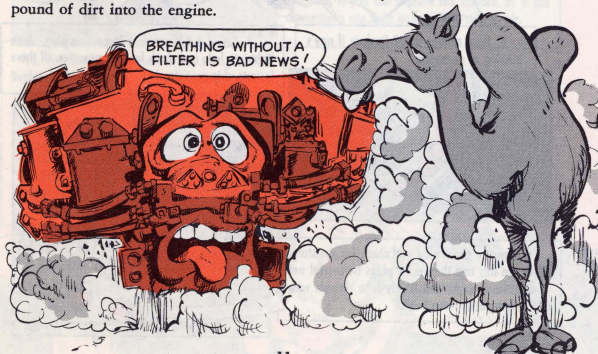
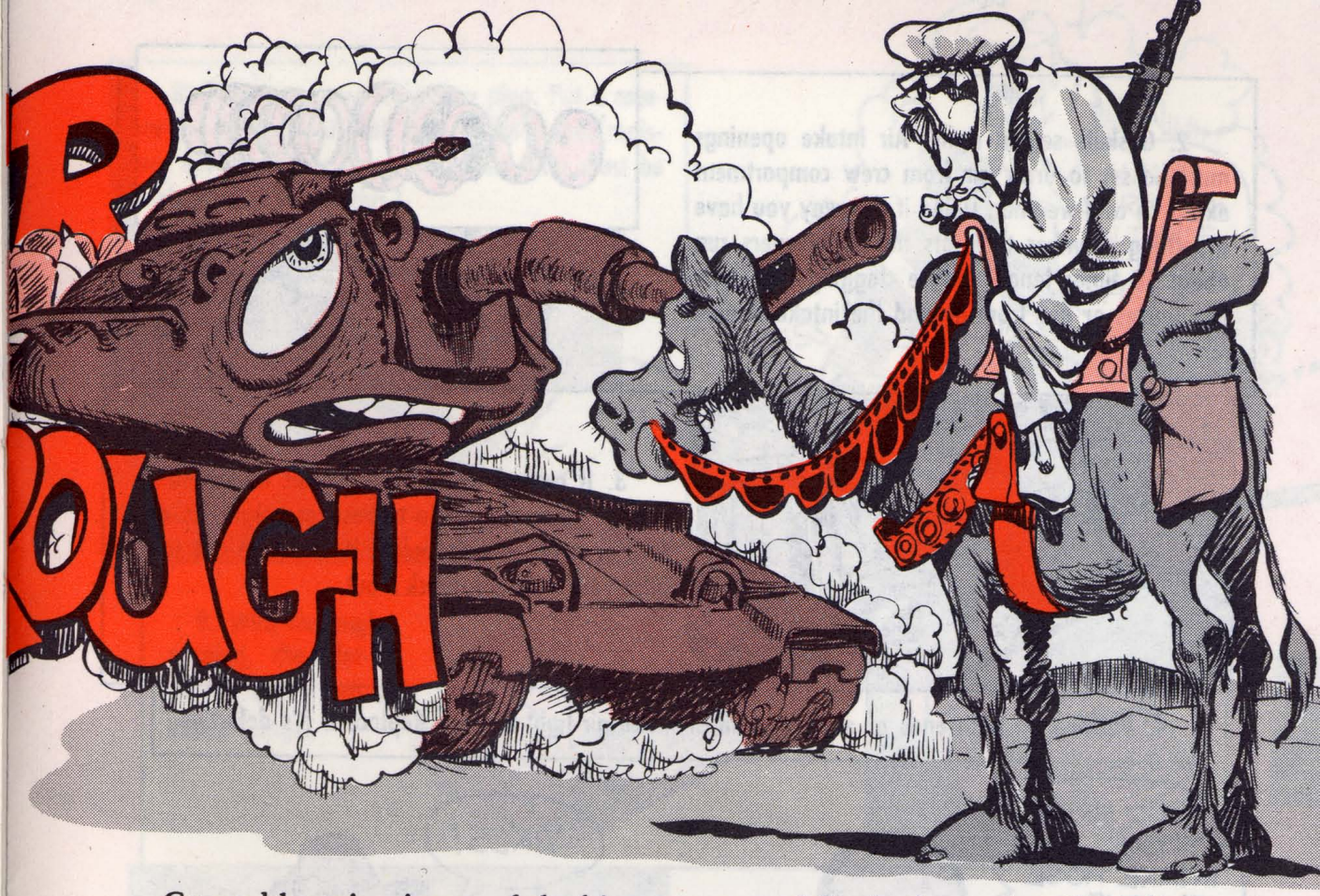
Reason: Dirt and debris can get into the air intake system if the covers are off. It takes less than half a pound of dirt to completely ruin a tank engine.

Ground-hopping is one of the biggest causes of dirt in the engine. Since the engine is without air cleaners to filter the air during ground-hopping, you should do as little of it as possible and even that little in as dust-free an area as you can find. It just takes 15 minutes of ground-hopping in a dusty area to draw that half pound of dirt into the engine.



PS MORE



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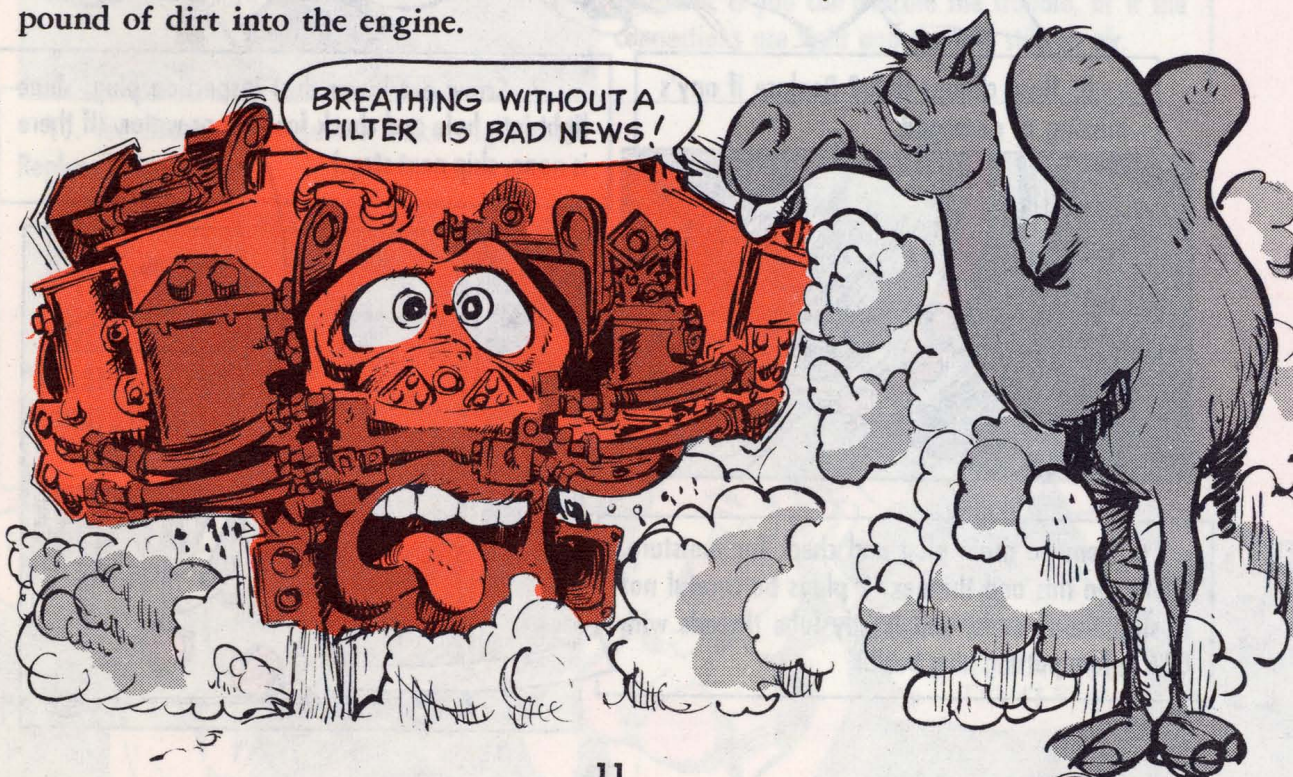
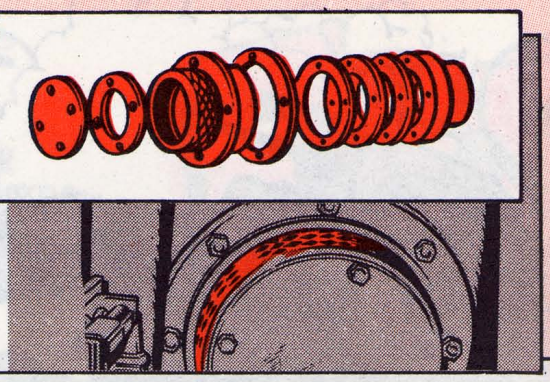
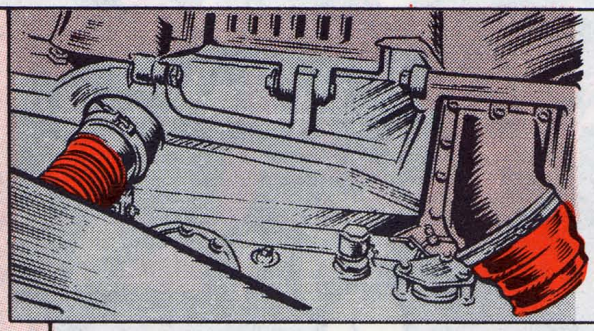


PS MORE

2. Gaskets seated right? Air intake openings must be set to draw air from crew compartment except in cold weather. Doing it this way you have a settling chamber that lets the air cleaners run about 50 times longer before clogging up. Clean any leaves or dirt from around the intake screen.

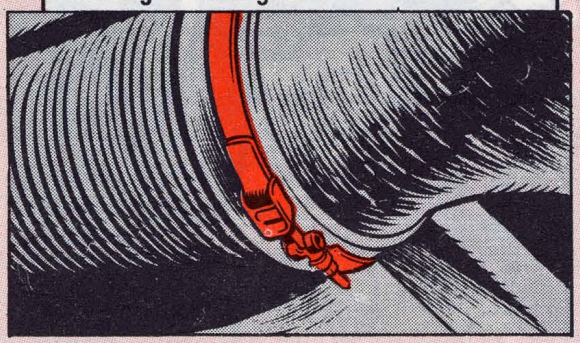




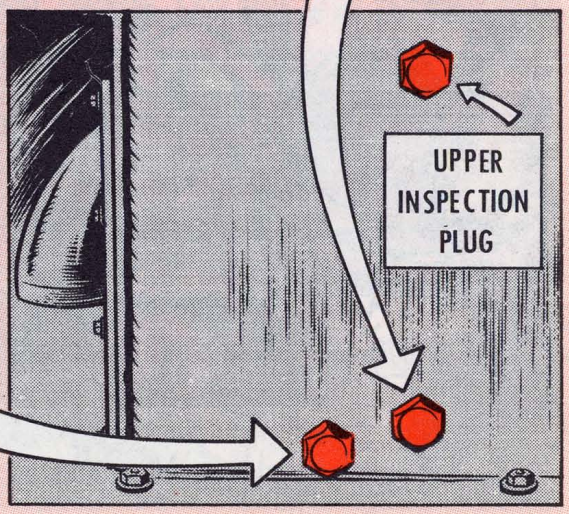
3. If any of the 4 hoses (2 air cleaner-to-air intake; 2 air cleaner-to-turbosupercharger) is cut, torn or deteriorated, replace it. If you're not sure, have your mechanic check it out.

4. Packing on both ends of each hose must make air-tight contact. Replace if it's defective.

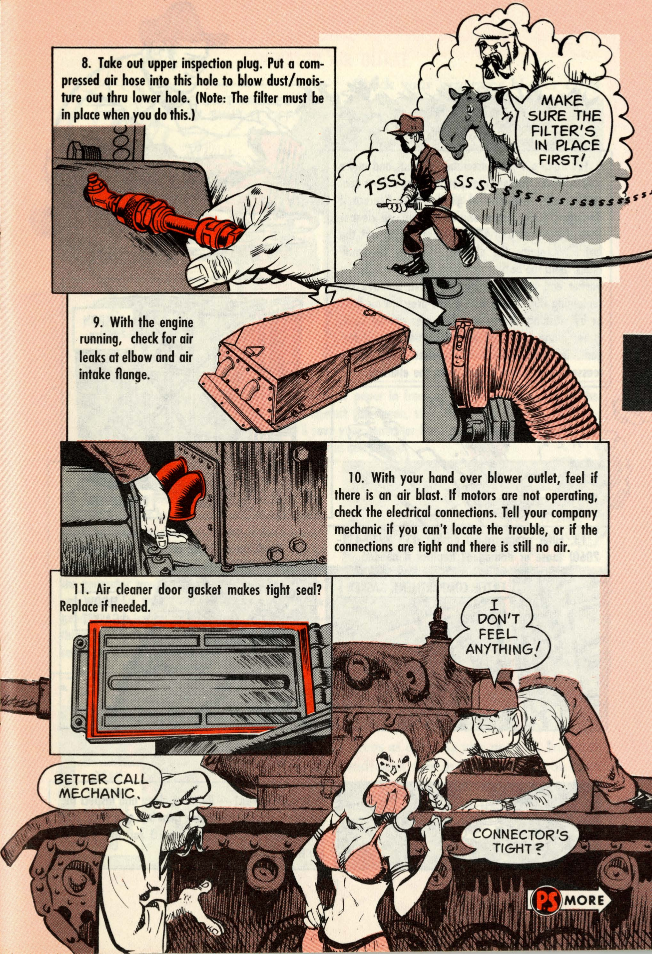
5. Hose clamps tight? Replace if any's missing or damaged.

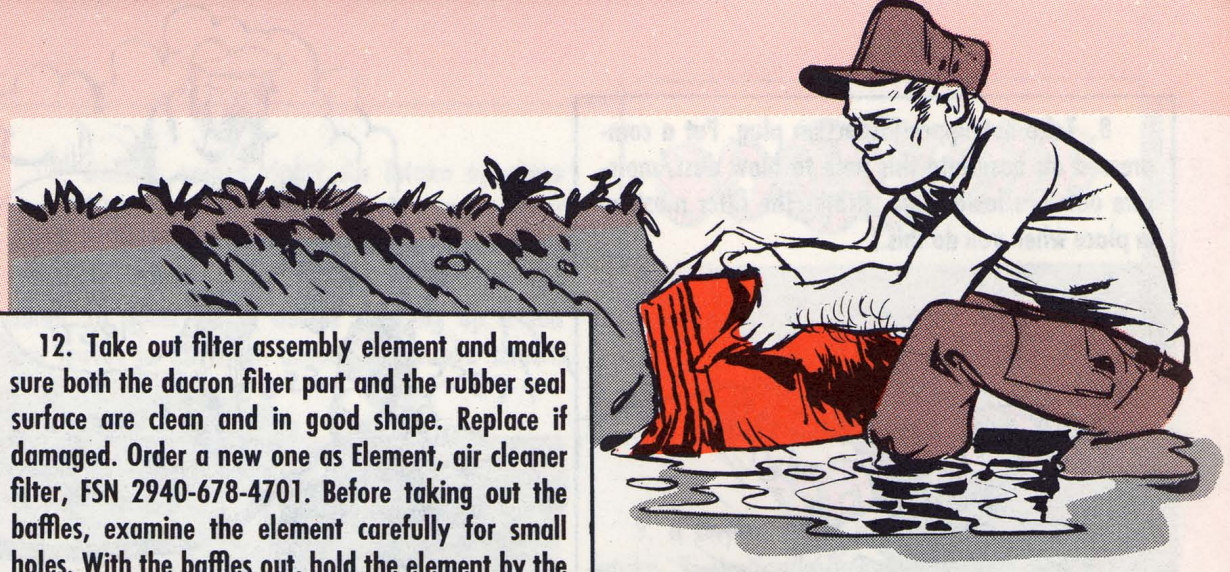


7. Screw out lower dust inspection plug, shine light into hole and check for dust or water. (If there is none, skip next step.)

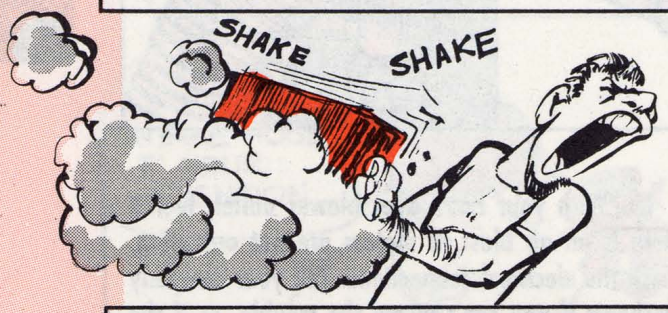


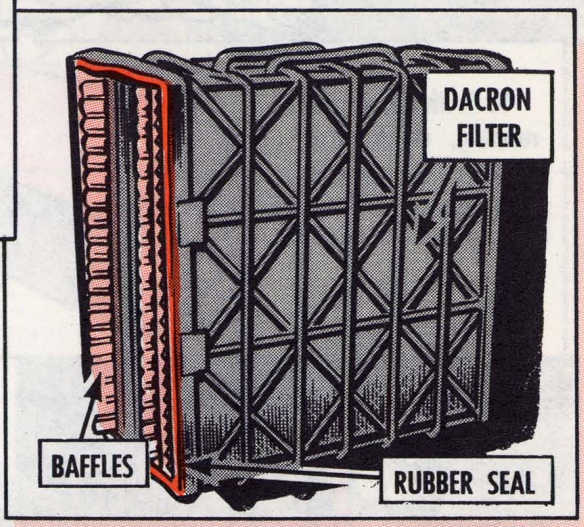
6. Remove drain plug and check for moisture. (Note: On this and the next 2 plugs be careful not to strip the threads, and lightly lube threads with GAA before putting plug back.)


8. Take out upper inspection plug. Put a compressed air hose into this hole to blow dust/moisture out thru lower hole. (Note: The filter must be in place when you do this.)
TSSS
SSSSSSSSSSSSSSSSSSSSS
MAKE SURE THE FILTER'S IN PLACE FIRST!
9. With the engine running, check for air leaks at elbow and air intake flange.
10. With your hand over blower outlet, feel if there is an air blast. If motors are not operating, check the electrical connections. Tell your company mechanic if you can't locate the trouble, or if the connections are tight and there is still no air.
11. Air cleaner door gasket makes tight seal? Replace if needed.
I DON'T FEEL ANYTHING!
BETTER CALL MECHANIC.
CONNECTOR'S TIGHT?
PS MORE

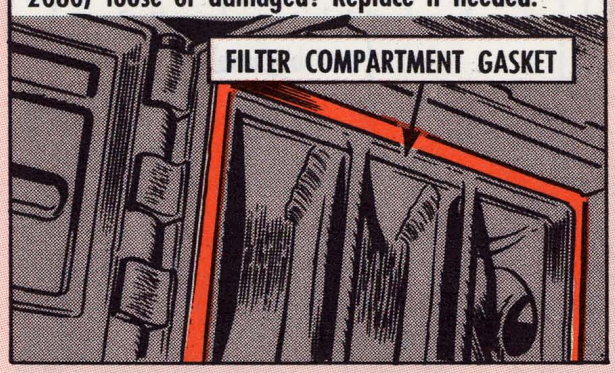


12. Take out filter assembly element and make sure both the dacron filter part and the rubber seal surface are clean and in good shape. Replace if damaged. Order a new one as Element, air cleaner filter, FSN 2940-678-4701. Before taking out the baffles, examine the element carefully for small holes. With the baffles out, hold the element by the gasket end and shake out the dust. Remove the remaining dust either with a low-pressure air hose or by washing. Warm or cold water can be used, either alone or mixed with a non-sudsing detergent. Be sure element is completely dry before reassembling. Never steam clean the element.

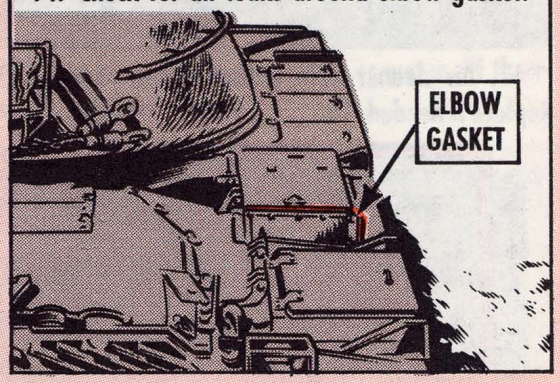




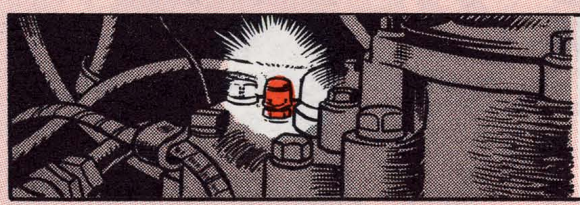
13. Filter compartment gasket (FSN 2940-411-2060) loose or damaged? Replace if needed.



14. Check for air leaks around elbow gasket.



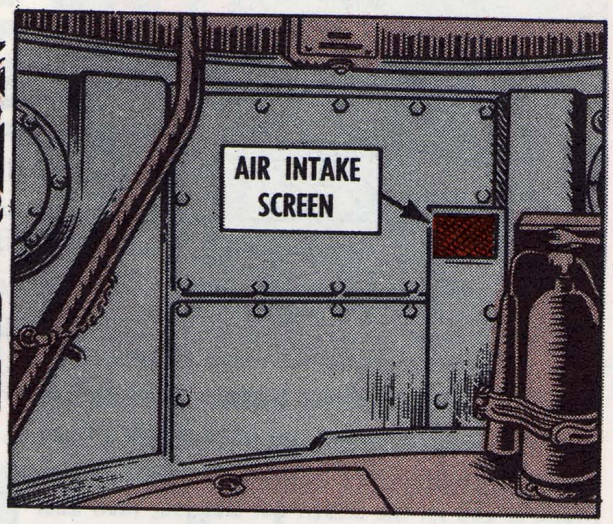
TRAVERSING GEAR BOX



Breather vent — Remove, clean and inspect the breather on your traversing gear box quarterly. It is FSN 4730-591-3405. See your LO for the way to do this.

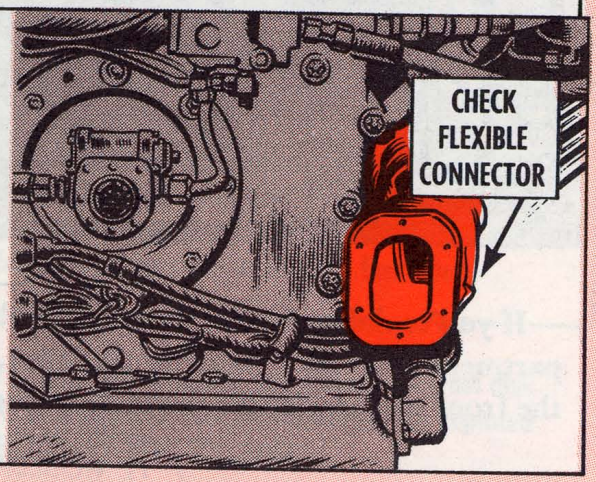
GENERATOR AIR INTAKE

Check your generator blower every time you start your engine.

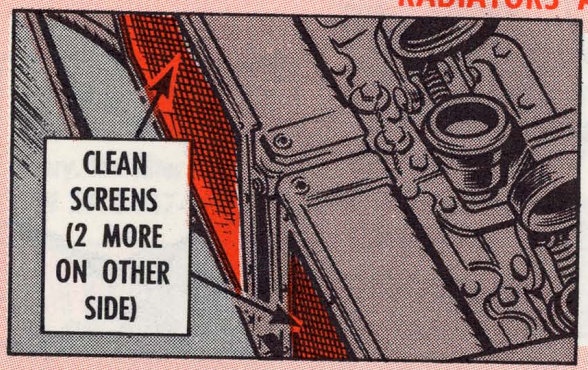


1. Hold a piece of cloth or paper in front of the air intake screen. If the material is not sucked against the screen, stop the engine and call your mechanic. That way you'll save your generator from overheating and burning out when the generator blower has quit on you.

2. If the mechanic should forget to reconnect the flexible connector of the generator duct after a power pack has been replaced, the blower motor could be running, drawing in dirt and dust even though there'd be no suction on the air intake screen. The blower would overheat and fail, and the generator would burn up, too. So, even in that case, the fact that there was no suction at the generator air-intake screen would tell you something was wrong . . . so, call the mechanic and save your generator.



RADIATORS AND SCREENS

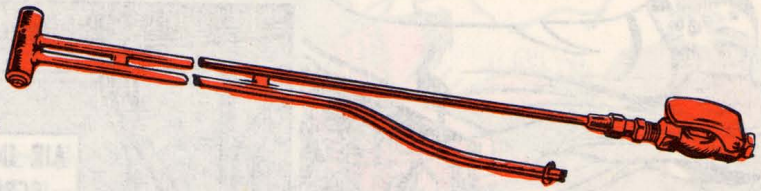


Clean the 4 oil cooler radiators and screens as often as you need to. In dusty conditions this may be weekly or even daily if you are operating where there are tall weeds with lots of seed pods. Quarterly (Q) service cleaning is just not often enough to hack it.

PS MORE

Use steam or water under pressure the way it says on page 2-213 of TM 9-2350-215-20 (Feb 65) making sure no water or crud gets in the oil cooler openings. Better yet, use oil cleaning tool, FSN 2815-494-8257.

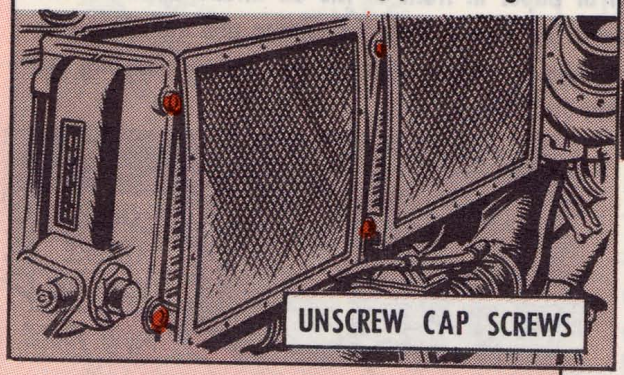
OIL CLEANING TOOL FSN 2815-494-8257

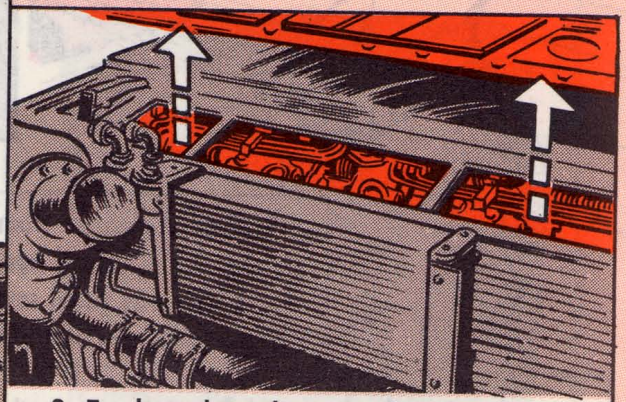


Remember, these coolers take care of all the heat from the transmission and half of the heat from the engine so they need plenty of tender lovin' care.

Here's how to give 'em the TLC they need:

1. Take off the radiator (cooler) screen by unscrewing the 4 cap screws and clean it with a paint brush and drycleaning solvent, or soapy water. (Note: If you let the screen get clogged, then dust and dirt pass through the space between the screen and the cooler, and the cleaning job is tougher.)

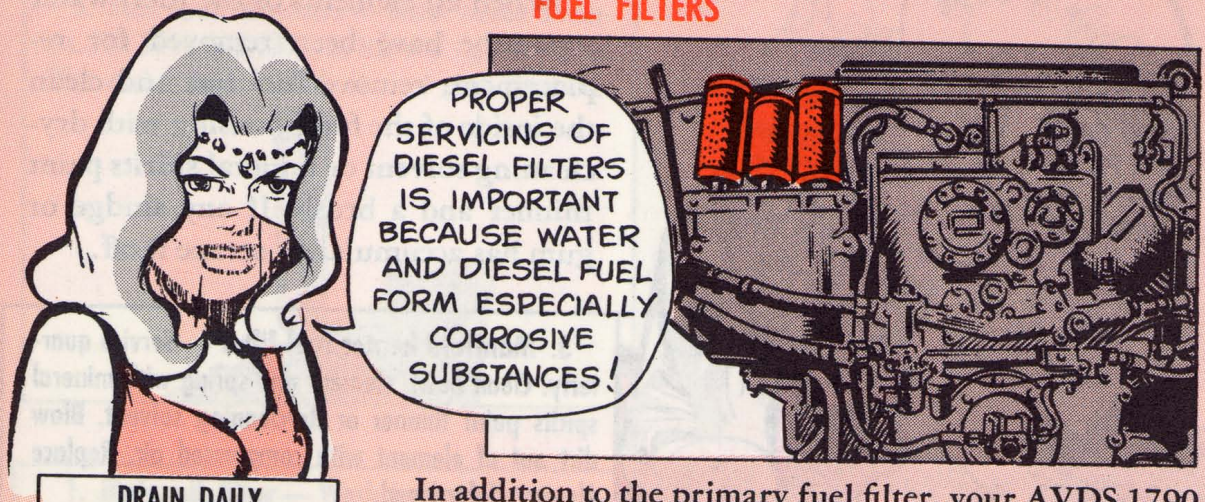




2. To clean the radiator (cooler) fins take out the access plates — one behind each cooler — in the cooling shroud. Using steam or high pressure water, hose down the cooler from the engine side. The best time to do this is when you have the power pack out for the quarterly PM services.

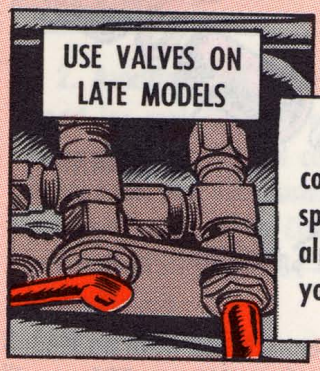
If you're doing it with the pack in place, you need to take off the engine compartment floor plate and run the front roadwheels up on a ramp. This will raise the front end and let the water from the washing drain out the floor plate hole.

FUEL FILTERS



In addition to the primary fuel filter, your AVDS 1790 engine will have either a 2-element secondary fuel filter or the newer 3-element fuel/water separator filter. It will also have a manifold heater fuel filter and a fuel injector pump filter.

Daily draining of fuel filters can prevent fuel system damage. (If you drain before operation, all the droplets of water will have a chance to settle out of the fuel, but if you drain right after operation some of the water will still be suspended in the fuel.)



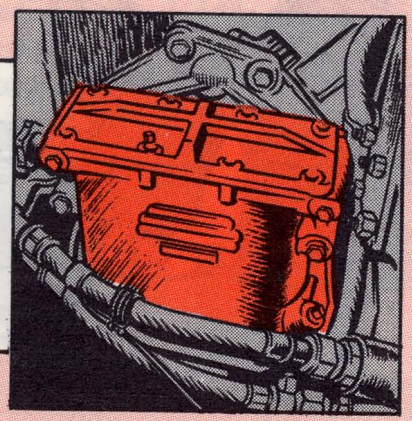
1. Primary Fuel Filter — Drain daily, drawing the water and dirt into a container until the fuel runs clean. Use the drain cock on early models and spring-loaded valve on late models. If MWO 9-2300-382-20 (Jan 68) has not already been applied, get your friendly tracked vehicle mechanic to do it for you. This gives drain lines for both primary and secondary fuel filters.

He will also help with quarterly (Q-service) or 750 mile filter cleaning and reassemble brass disk filters with a new gasket. After the initial issue brass disk element becomes damaged, it's replaced with the disposable element that comes in filter parts kit, FSN 2815-808-2407.

2. Secondary Fuel Filter — Service like primary. The filter parts kit is FSN 2910-967-9870. . . .

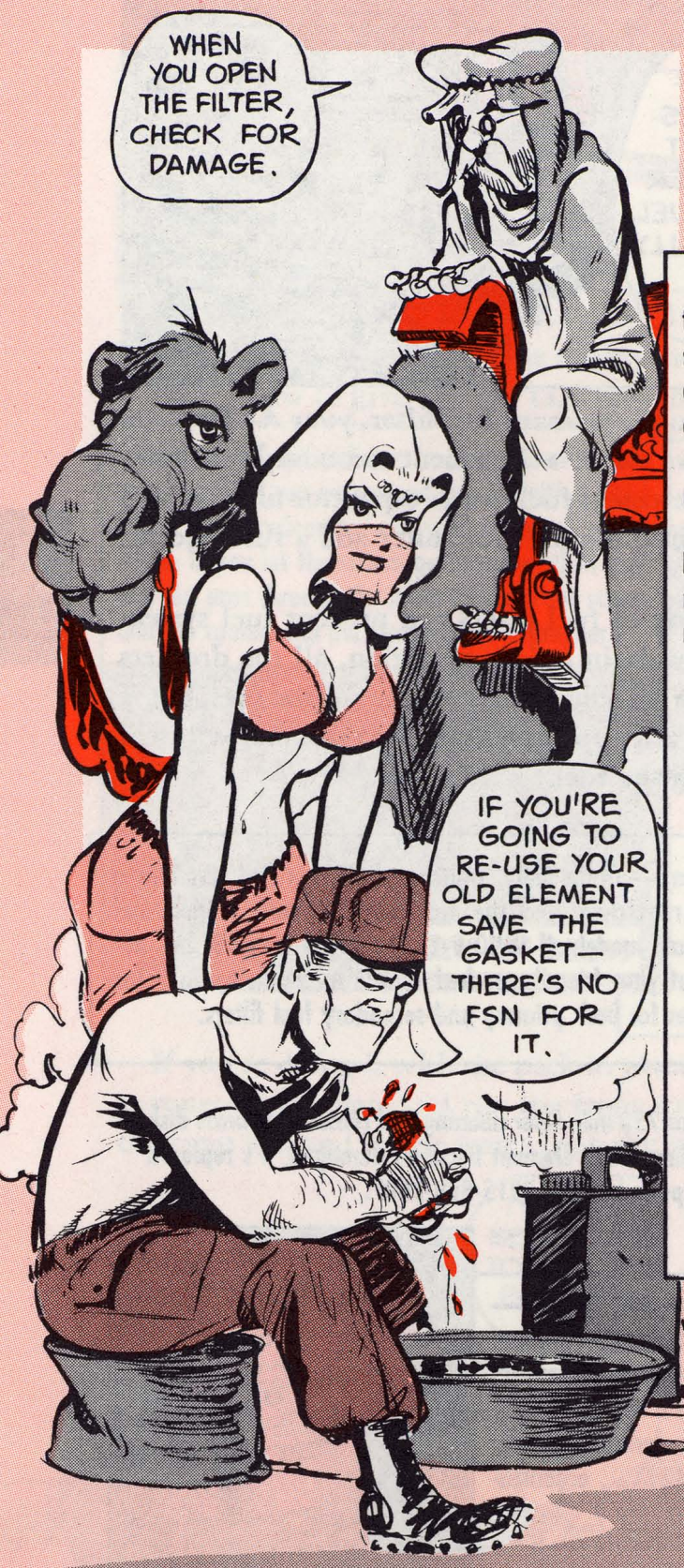
OR . . .

Fuel/Water Separator Filters — Drain daily thru the drain tube. Replace 2 outer elements quarterly (Q-service) or 750 miles. Parts kit is FSN 2910-801-1152. Replace center element annually . . . FSN 2815-808-2421 . . . organizational service.



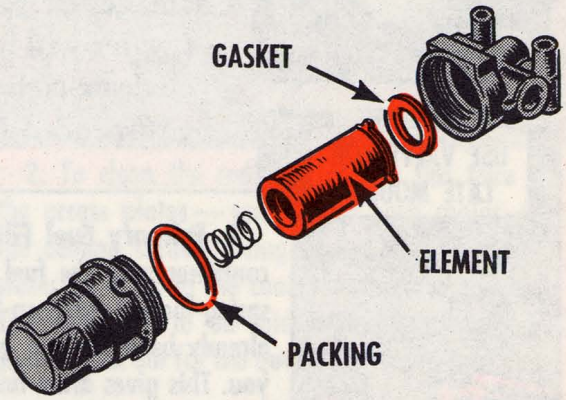
P.S MORE

When all elements of the fuel/water separator have been removed for replacement, remove fuel line and clean the inside of the filter housing with drycleaning solvent or mineral spirits paint thinner and a brush. If any sludge or gum has accumulated, scrape it off.



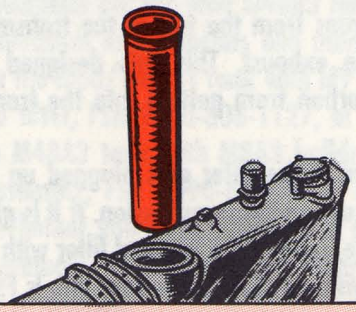
3. **Manifold heater fuel filter** — Service quarterly. Clean bowl, element and spring with mineral spirits paint thinner or drycleaning solvent. Blow dirt out of element with compressed air. Replace element if damaged.

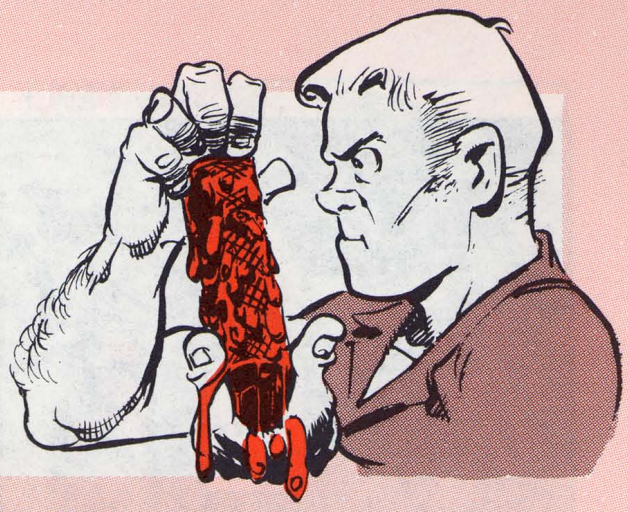
Element is FSN 2910-203-3322. If a new element is used or the old element is cleaned and replaced, you'll need a new preformed packing, FSN 5330-265-1089. The gasket is issued with a new element and has no FSN of its own. So, if you re-use an old element, save its gasket.



4. **Fuel primer filter** — If you have an M48A3 tank with serial number from 601w to 726w you'll have a filter on the fuel primer line that will be identical with the manifold heater fuel filter. Service it the same way. This applies only to the M48A3. The other vehicles don't have this extra filter.

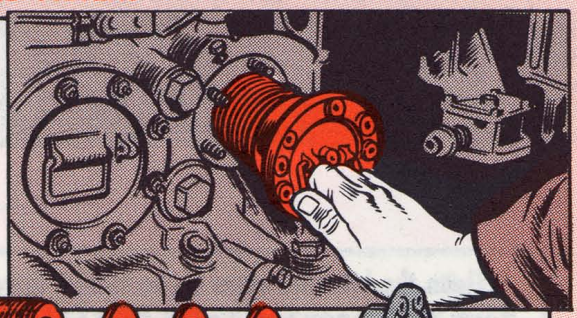
5. **Fuel tank strainers** — Metal screen strainers, FSN 2910-886-5854, in left and right fuel tank filler necks. Remove and clean at each Q-service.

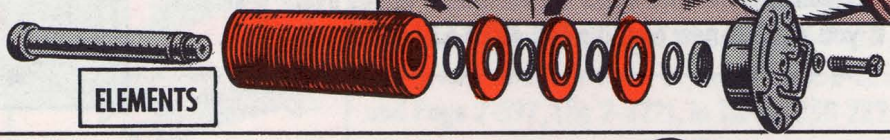




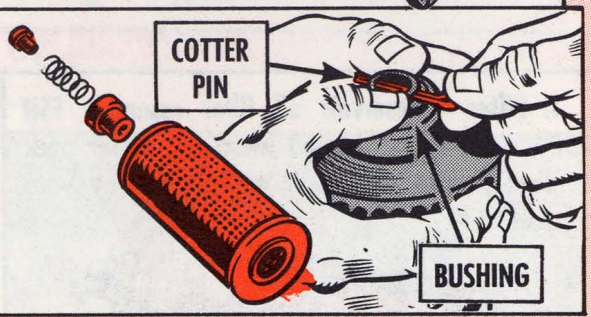
ENGINE OIL FILTERS

1. **Main oil filter** — Wash in drycleaning solvent or mineral spirits paint thinner. Dry metal screens (elements) with low-pressure compressed air at the Q-service. Individual metal screens can be ordered as FSN 2940-939-7123. You need a spacer between each metal screen. FSN 5340-737-4145 gets you one.



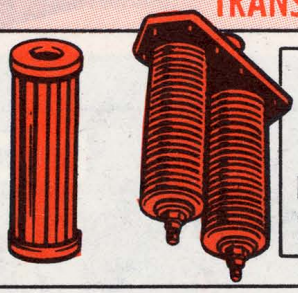


2. **Auxiliary oil filter** — When you take this apart for replacing the element and clean-up of the other parts be real careful because the spring is up tight and the bushing will shoot out when you pull the cotter pin. Change the oil filter element quarterly. FSN 2940-884-4801 gets you the parts kit for the job.



TRANSMISSION OIL FILTERS

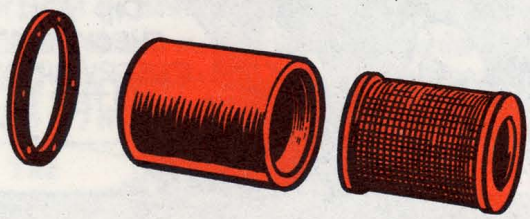
REUSABLE REPLACEMENT TYPE FSN 4330-770-7862



METAL MESH TYPE FSN 2520-761-1983

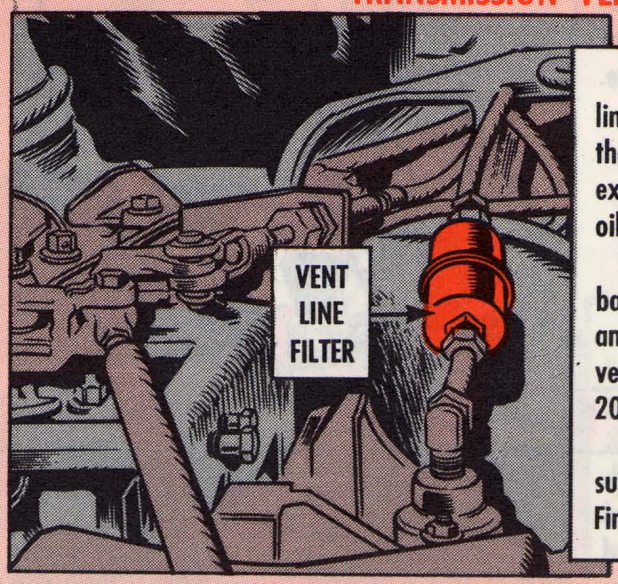
1. **Main oil filter** — Remove and clean quarterly. You may have the metal mesh type FSN 4330-770-7862 issued with the vehicle or the new reusable replacement filter FSN 2520-761-1983. Only the new type can now be ordered for the CD 850-series transmissions.

2. **Side Oil Screen** — Clean and inspect this whenever the power pack is removed and the transmission drained. If you need a new one ask for FSN 2520-679-4499. This includes most of the necessary gaskets, but not gasket FSN 2520-102-3651 of which you'll need 2.



PS MORE

TRANSMISSION VENT FILTER



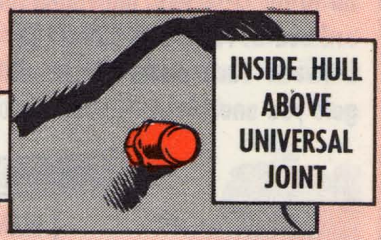
1. Some M60A1 tanks have a filter on the vent line that runs from the top of the transmission to the engine exhaust. This was designed to keep exhaust carbon from getting into the transmission oil.

However, if the filter gets plugged up it causes back pressure on the transmission. If it is giving you any trouble, replace the line and filter with ordinary vent line without filter. Bulk vent line is FSN 4710-200-0277.

The filter is neither required nor stocked in the supply system. If it is doing good work for you . . . Fine! If not, replace it with ordinary vent line.

FINAL DRIVE BREATHERS

Clean the breather valve on both final drives every Q-service. If you need a new one, it's FSN 4820-537-8931.



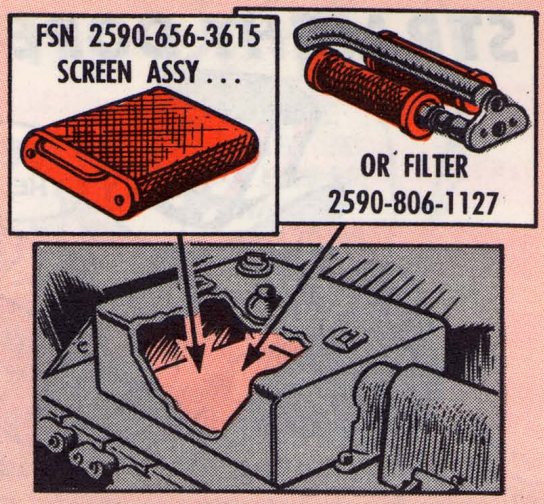
HYDRAULIC POWER PACK

1. **Filter** — Reservoir oil filter assembly, FSN 2520-566-3841, is cleaned when the power pack is disassembled for repair or overhaul by your support unit.

2. **Strainer** — You clean the metal mesh hydraulic power pack strainer, FSN 2590-566-3816, when it needs it.

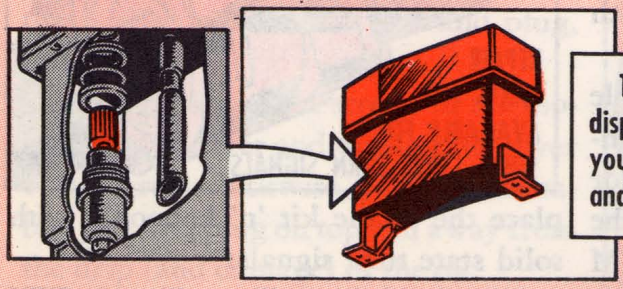
BULLDOZER KIT?

If your M60/M60A1 tank is equipped with the M9 bulldozer kit, (or your M48A3 tank has the M48A3 bulldozer kit) it means one more thing to check. On the M60/M60A1 tank with M9 bulldozer, there is a filter, FSN 2590-806-1127, in the reservoir. The M48A3 tank with M8A3 bulldozer has a screen assembly, FSN 2590-656-3615, instead of a filter. Whether you have a filter or a screen it is cleaned annually or whenever the hydraulic fluid reservoir is drained.



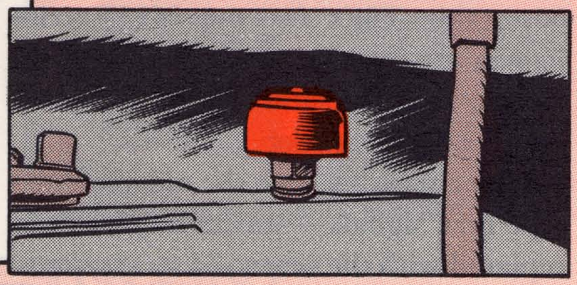
M728 COMBAT ENGINEER VEHICLE

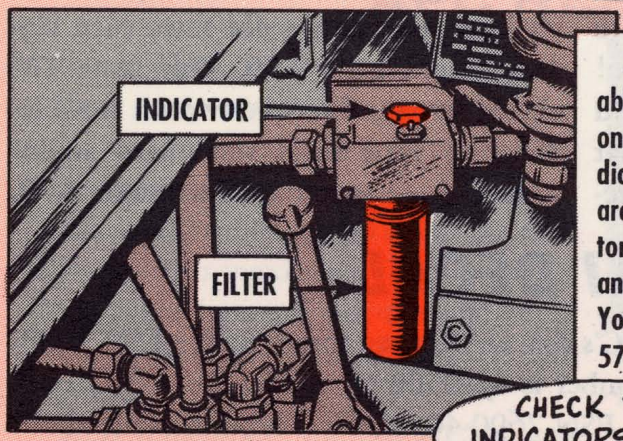
If you've got an M728, everything you've read so far applies, plus you have these extra goodies . . .



1. **Equilibrator manifold filter** — Change this disposable filter annually. FSN 1650-554-7430 gets you a new one. See Note 14 in LO 9-2350-222-12 and Page 2-597, (fig 2-322), in TM 9-2350-222-20.

2. **Hydraulic reservoir breather** — There's nothing in your TM 9-2350-222-20 about this breather and no service interval is listed anywhere. However, the breather should be cleaned annually or coordinated with the seasonal reservoir oil change. See note 15 in LO 9-2350-222-12 (June 69) for services on the reservoir.





3. **Hydraulic line filters** — These are 2 disposable filters, one for forward hydraulic lines and one for rear hydraulic lines. You check the red indicator at top of each filter daily. (If the indicators are up, reset. Operate the system and if the indicator won't go down, service the filter.) At time of annual hydraulic reservoir drain, replace the filters. You'll need parts kit, filter element, FSN 2590-229-5723 (P/N 5703567).

ALL TACTICAL TRUCKS...

STRAIGHT DOPE ON TURN SIGNALS

Are you wasting your time and Uncle's dough because you don't dig the new deal on turn signals for tactical trucks?

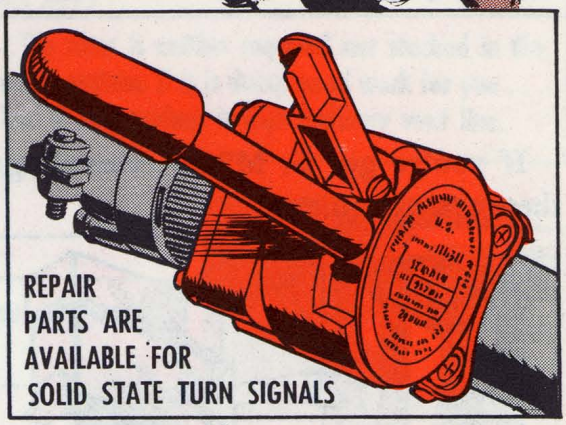
Well, let's blow away the fog.

Newer vehicles come equipped with the solid state turn signal system.

Some guys are replacing the whole thing when all they need is a new component. So maybe the parts manual for your vehicle hasn't yet picked up the repair parts. No sweat — just go to TM 9-2320-218-20P w/Ch 1 & 2 (Jan 70). Sure, this TM's for the M151-series ¼-ton trucks, but those repair parts are the same for solid state turn signals on all tactical trucks.

Older vehicles have the old vibrator-type turn signals — unless they've been replaced with the new solid state system.

Some guys missed the word — they're trying to repair that old setup. No go! There's no more repair for those old turn signals. When any part of that vibrator-type system poops out, you replace the whole kit 'n' kaboodle with solid state turn signals:



REPAIR PARTS ARE AVAILABLE FOR SOLID STATE TURN SIGNALS

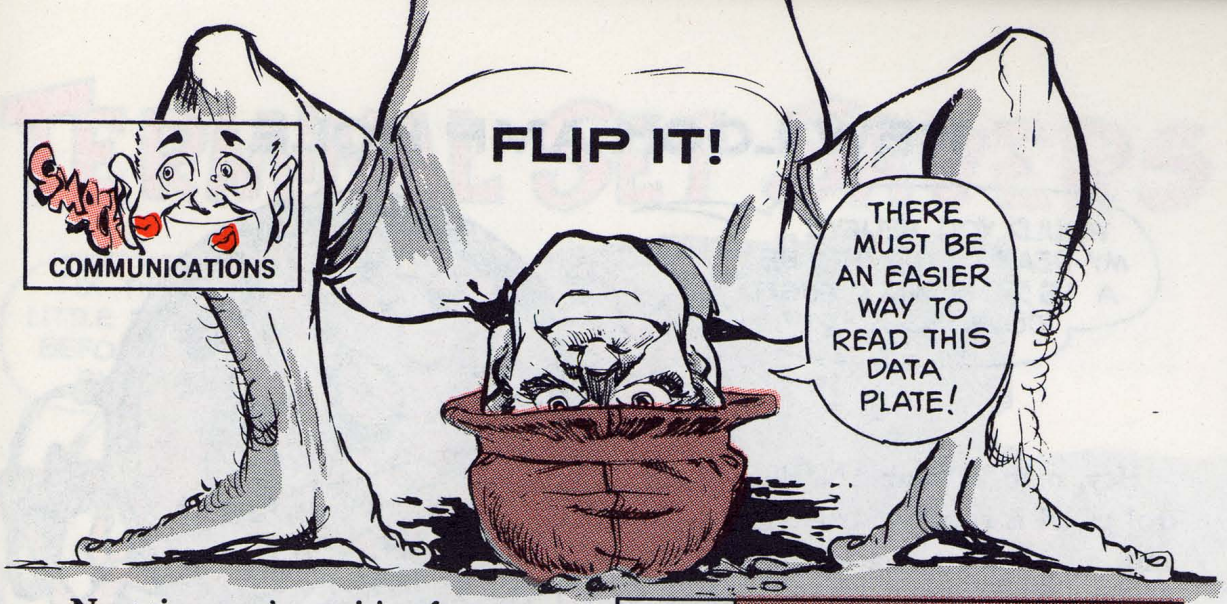
Kit, Solid State Turn Signal, FSN 2590-050-8821.

Here again, if the kit's not in your truck's parts manual, you can find it in the -20P for the ¼-tonner.

And, no matter what vehicle you've got, you can go to TM 9-2320-218-20 w/Ch 1 (Jan 70) for the dope on installing your new solid state turn signals. Check para 2-96. This same TM also gives you the rundown on trouble-shooting your solid state turn signal system — see pages 2-72 through 2-79.

M113A1 DECAL

A new decal for your M113A1 APC's dry air cleaner comes under FSN 7690-014-0541 — if your APC's serial number is SJ10500 or under. For APC's over that serial number, the decal carries FSN 7690-401-4366. The decal tells about servicing the air cleaner.

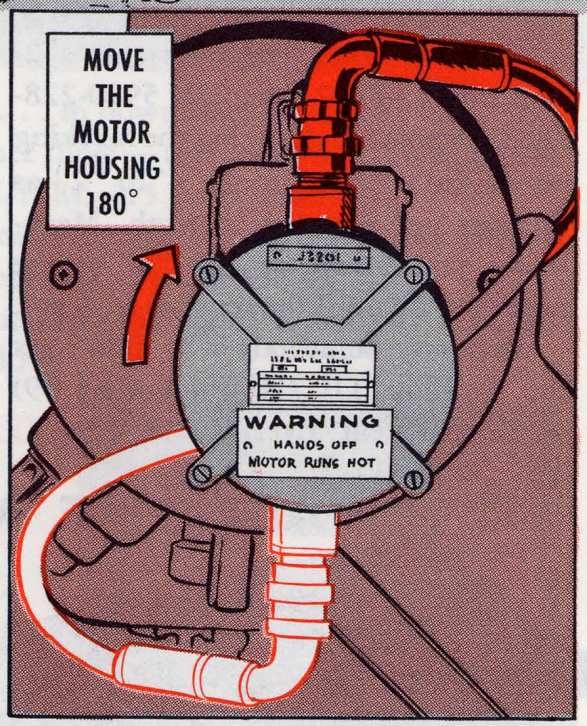


Next time you're waiting for an outer oil seal (FSN 5330-551-4785) for your AN/MPQ-4A scanner gear motor, and the oil is drip, drip, dripping all over the J-3201 and P-3201 jack and plug, flip it!

By removing the 4 screws of the motor housing cover and turning the cover 180 degrees clockwise, you put the cable, jack and plug on top and away from the drip (and damage) of the oil.

Then, all you have to do is unscrew the identification and warning plates, reverse them (put the downside up), put the screws back in . . . and operate until you get a new seal.

The motor works fine either way.

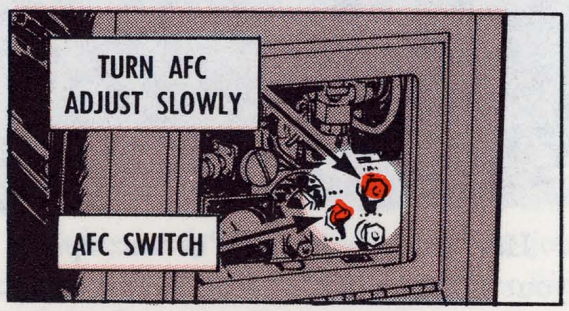


AFC RESTRAINT

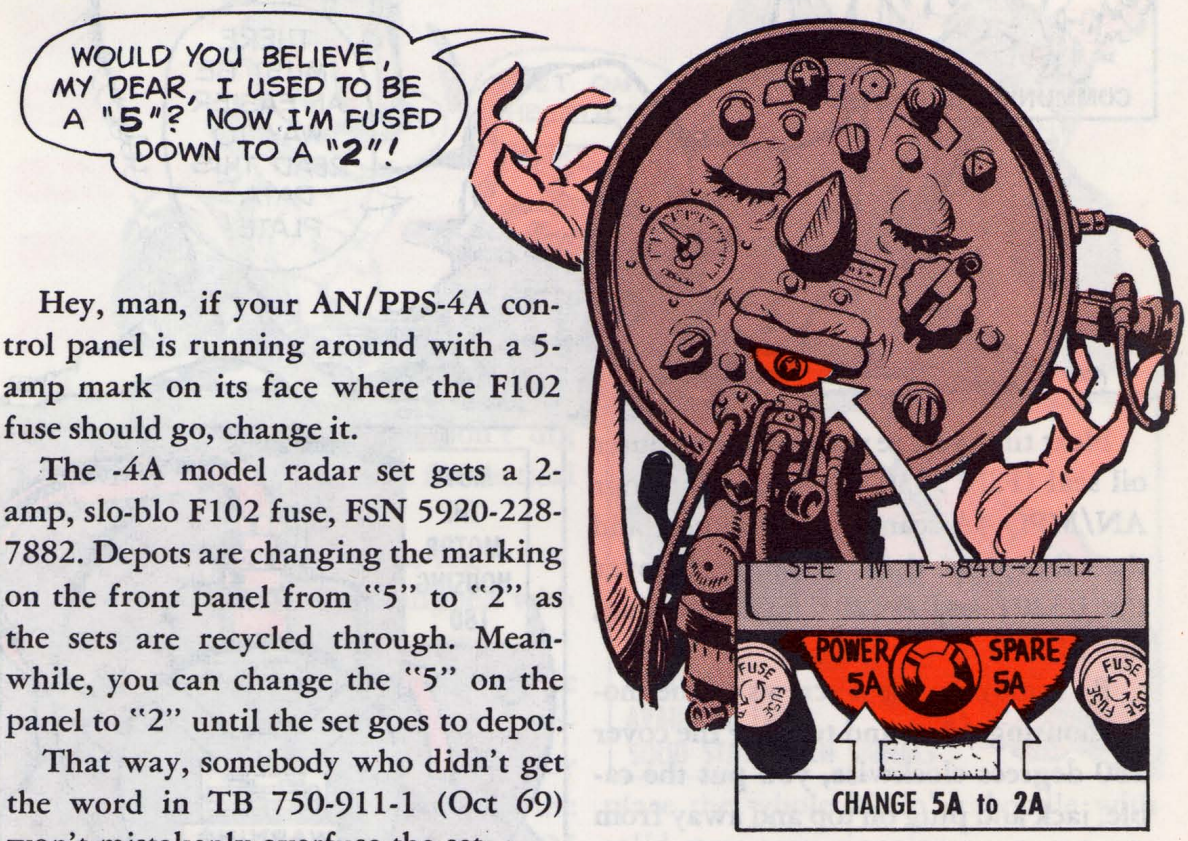
Control yourself next time you have to feed some extra voltage to the klystron in your AN/TPS-33 frequency converter-transmitter.

Like, resist the urge to twist the AFC adjust pot to maximum in one swoop. To prevent burning out the pot, other circuitry — or even the klystron — turn it slow.

And remember: use the AFC adjust only for tests — or for emergency, if your AFC circuits fail. Normally, the AFC-MANUAL selector, in AFC position, supplies the varying voltage you need, automatically.



NEW LOOK AMP HOLE

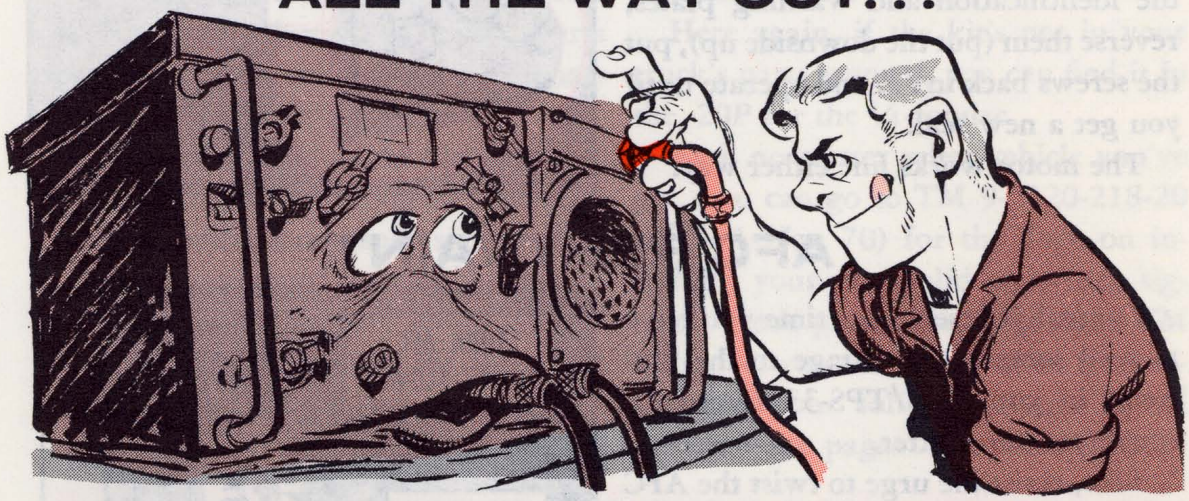


Hey, man, if your AN/PPS-4A control panel is running around with a 5-amp mark on its face where the F102 fuse should go, change it.

The -4A model radar set gets a 2-amp, slo-blo F102 fuse, FSN 5920-228-7882. Depots are changing the marking on the front panel from "5" to "2" as the sets are recycled through. Meanwhile, you can change the "5" on the panel to "2" until the set goes to depot.

That way, somebody who didn't get the word in TB 750-911-1 (Oct 69) won't mistakenly overfuse the set.

ALL THE WAY OUT...

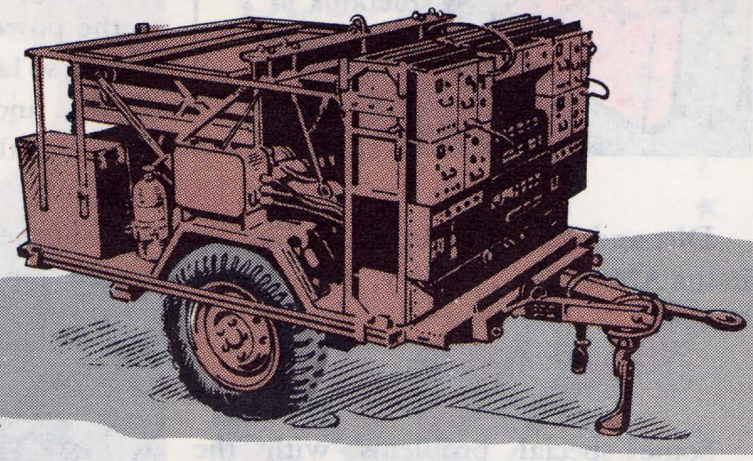


Hey, troop, when you're uncoupling the connector from the antenna jack on your RT-246, RT-524 or R-442 components, uncouple it all the way.

Some people loosen the connector till it's about ready to dangle . . . and then yank.

Right. They yank the cable loose, and the connector still hangs on the jack. Which makes a job for support.

TERMINAL SET SAVERS



They add up . . . to downtime. That's the little thing here, and the other there — that you let get to your AN/GRC-103 or AN/MRC-115 radio terminal set.

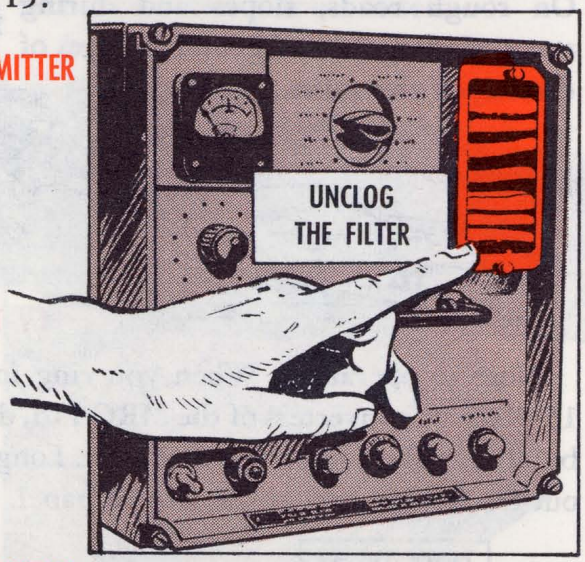
The idea is to catch 'em one by one, before they happen, and keep 'em from makin' big problems.

So here're some items that apply to both the GRC-103 and the MRC-115.

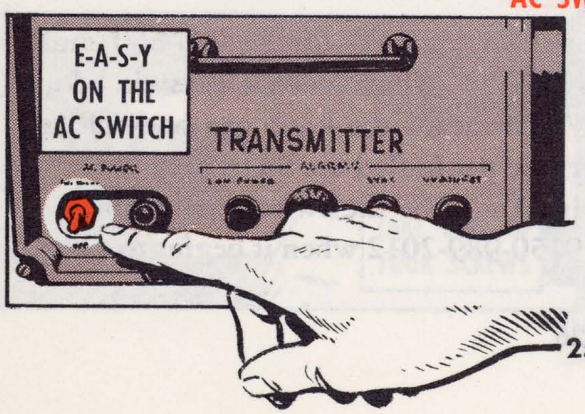
TRANSMITTER

First off, dust and the filter in your T-983 transmitter can take just so much of each other — and the filter quits. In dusty areas, that could take about 4-5 hours of operation.

Combine the clogged filter with a circuit breaker that doesn't kick as often as it should and you can burn out the power supply, the blower motor and a few other goodies.

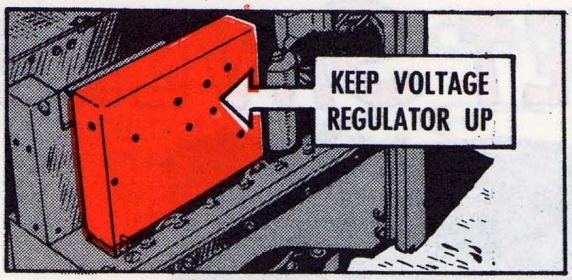


AC SWITCH



The T-983 AC power switch is reasonably beefy and will do its off-on job just great, if you remember: a light flip of the finger is all you need to work it. Boots, muscle and such break it. A new switch is due out with later models of the radio set.

P.S MORE



When the transmitter chassis is out of the case be extra careful with the amplifier voltage regulator, which is mounted on the power supply. The regulator is fragile, so lay the chassis on the opposite side . . . and be careful not to turn the chassis on the regulator.

AMPLIFIER

Dirt and dust build up quick-like on the fins of the V1 and V2 tubes in the AM-4320 . . . in dry, dusty areas. So, keep 'em clean — or write 'em off.

MRC-115

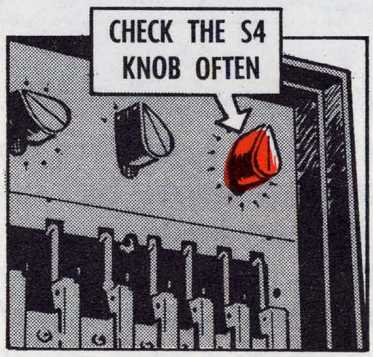
Some special problems with the MRC-115 configuration:

The V-397/MRC-115 commo equipment trailer is top-heavy when loaded with the various commo components.

Towing it with a 1/4-ton is a real challenge and an exercise in balance. On rough roads, slopes and during turns, slow speed and gentle changes of directions are musts.

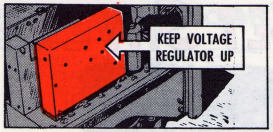
CV-1548

Note to operators: When you ring into the CV-1548 signal converters of the MRC-115, do it in short bursts . . . like a second or 2 at most. Long rings burn out the R5 resistors of the 18A3B panel.



MULTIPLEXER

The channel switch (S4) of the TD-660 multiplexer turns hard . . . which loosens the switch knob set screw. Which means the knob can back off, get lost, or otherwise get fouled up. So tighten the screw . . . regularly. And lube the switch with lube compound FSN 9150-989-2012 when it begins to tighten up.



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CV-1548

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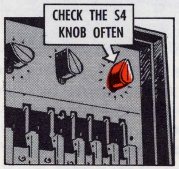

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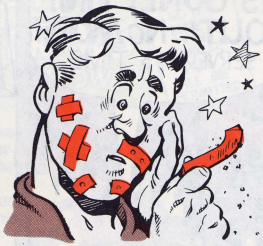
SCREWS

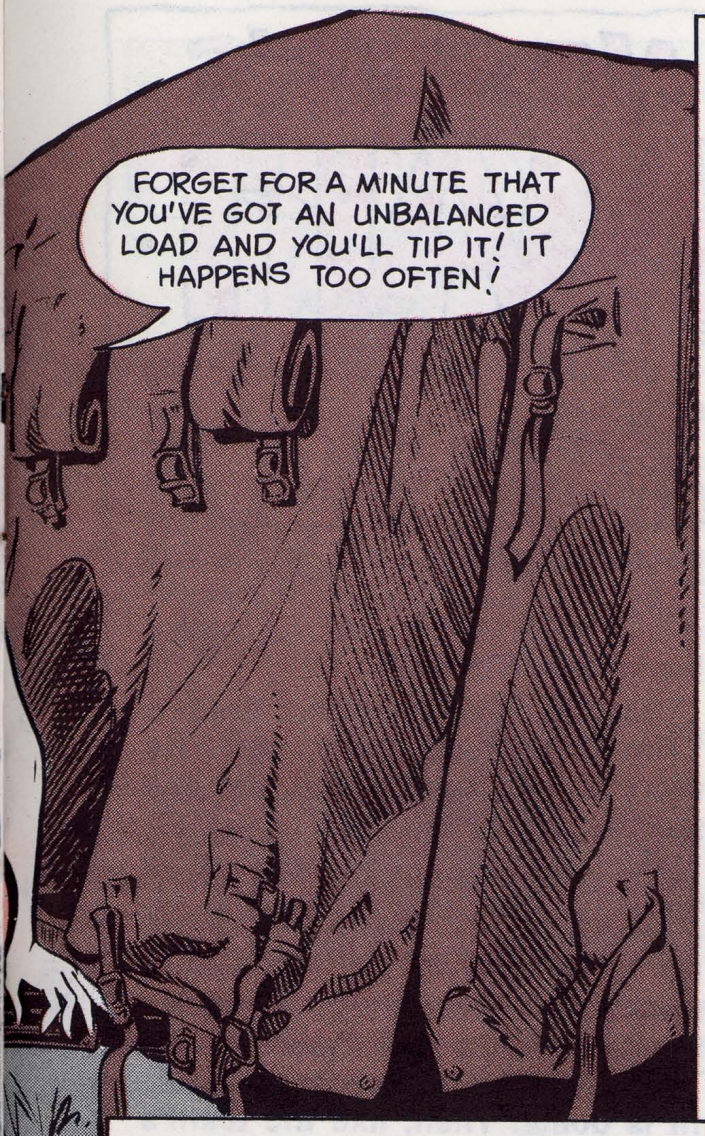
Rack mounting and component mount captive screws are hard to come by and you may not be able to get 'em at all. Which means take care of them if they do come out, but better yet, don't back them all the way out.

YOU NEED A CLEAN BLADE



Maybe you'll never get it sharp enough to shave you, but a clean impeller blade will sure save wear and tear on the blower motors of your RT-246 and -524 receiver-transmitters.

A clean blade'll also help keep parts in the RT's from burning out by providin' good air circulation. So polish the squirrel cage with a cloth whenever you spot dust and dirt on the blades.



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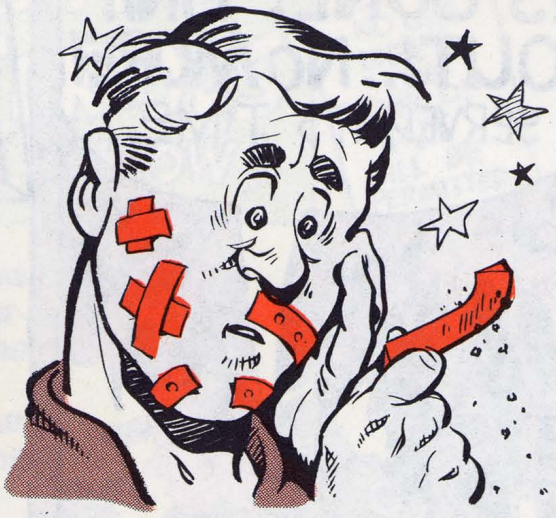

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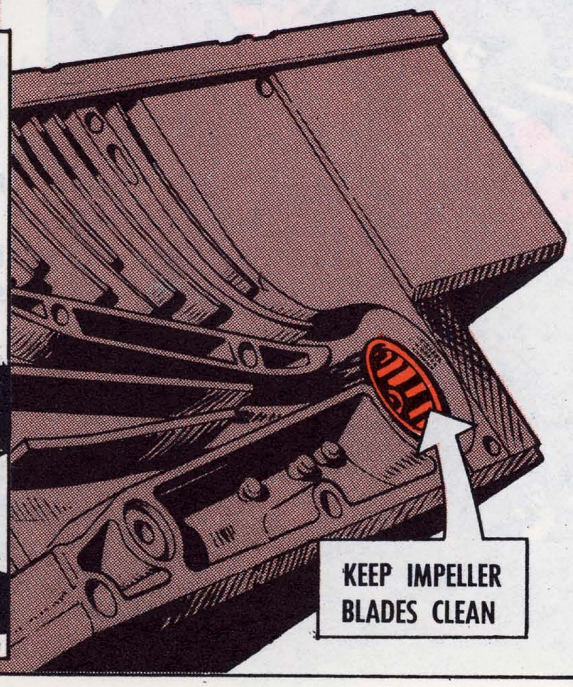


NOW IT'S MAIT*

CMMI is dead — gone... like the dodo bird.

It was killed off by DA letter, AG DA-A (M)(4 Feb 71) LOG/MED dated 12 Feb 71, Subject: Maintenance Assistance and Instruction Team (MAIT) program (vice Command Maintenance Management Inspection (CMMI)).

So, you'll no longer hear the cry, "The CMMI team is coming!" No more of the dread, hustle, spit and polish, gigs and all that.

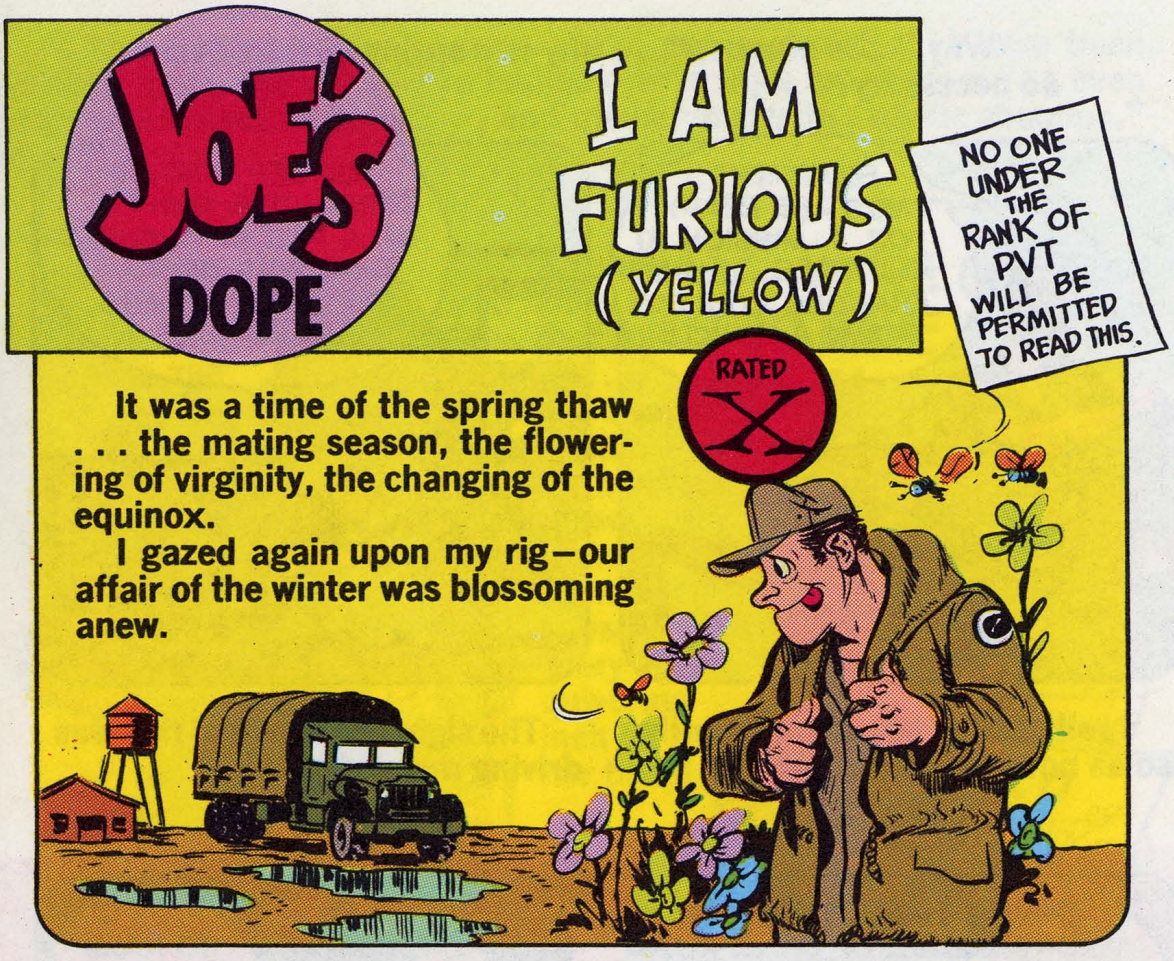
Instead, you'll be visited by a Maintenance Assistance and Instruction Team. The team is made up of specialists on equipment, maintenance records, maintenance management, supply and the like. They'll take a look at how your outfit is doing. Then, like the team's title says, they'll assist and instruct and try to help you over the hurdles.

No inspection . . . no gigs . . . no reports to higher headquarters.

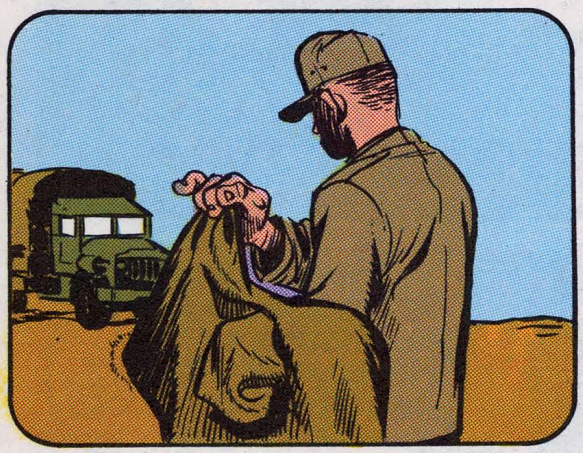
Sounds great, huh? It should be. It came from the "Top Cat" himself.

The DA letter is the first thing out. More details are coming in a circular and perhaps a new AR. The letter killed off AR 750-8 and DA Pamphlet 750-10.

*Maintenance Assistance and Instruction Team

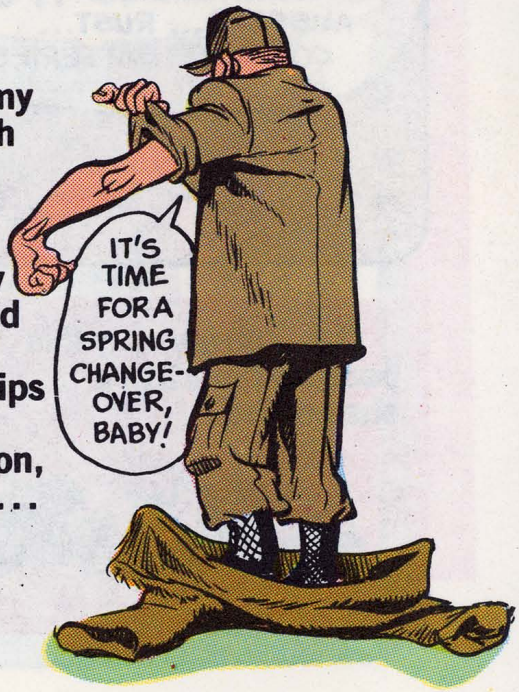


She was like a sleek animal when I came upon her standing there in the shimmering puddles of the melting snowspots that still clung to the motor pool parking lot.

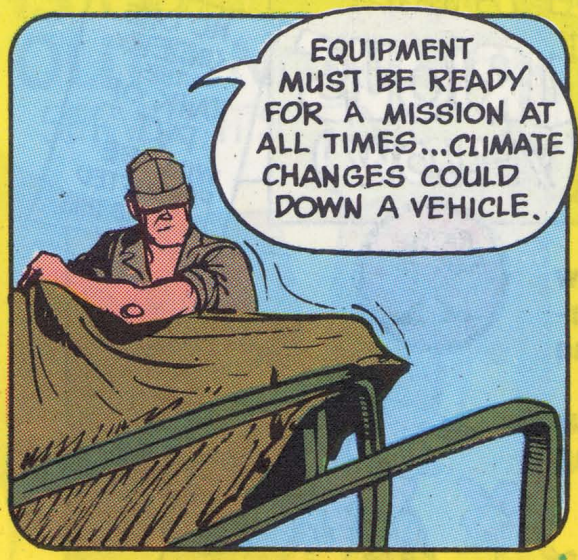


Unashamed in her nakedness, she allowed the early spring sun to caress her body . . .

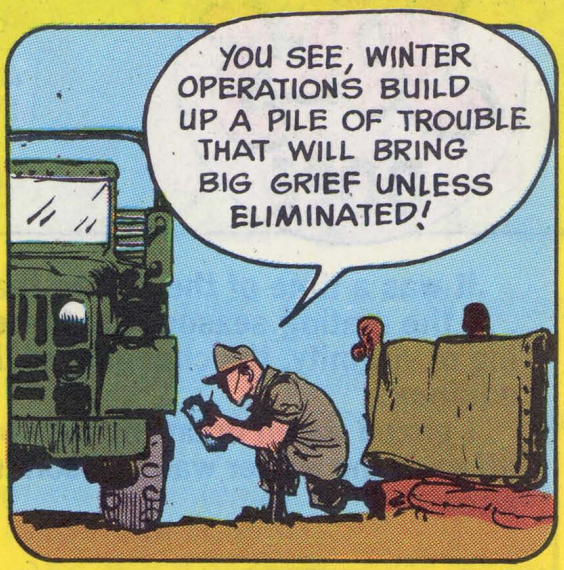
I came close . . . my hot breath making spots of fog on her grimy windshield . . . then, through lips dried by my passion, I husked . . .



"Why," she purred, ". . . why is a spring change-over so necessary?"



I rolled back her canvas gently so as not to tear the seams.

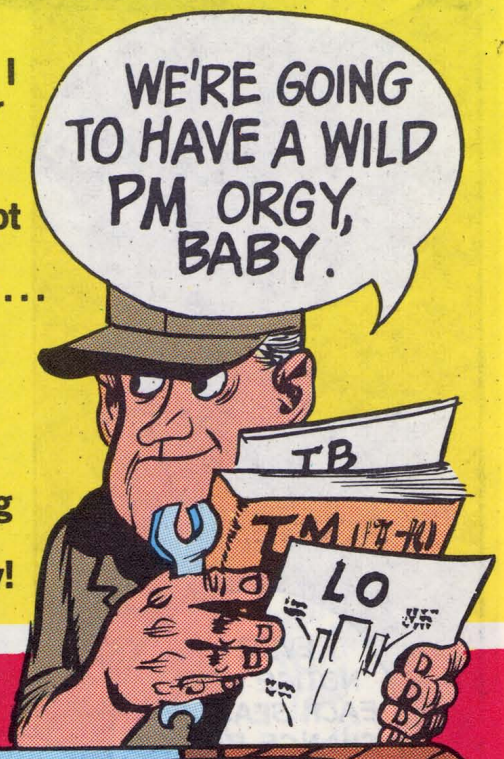


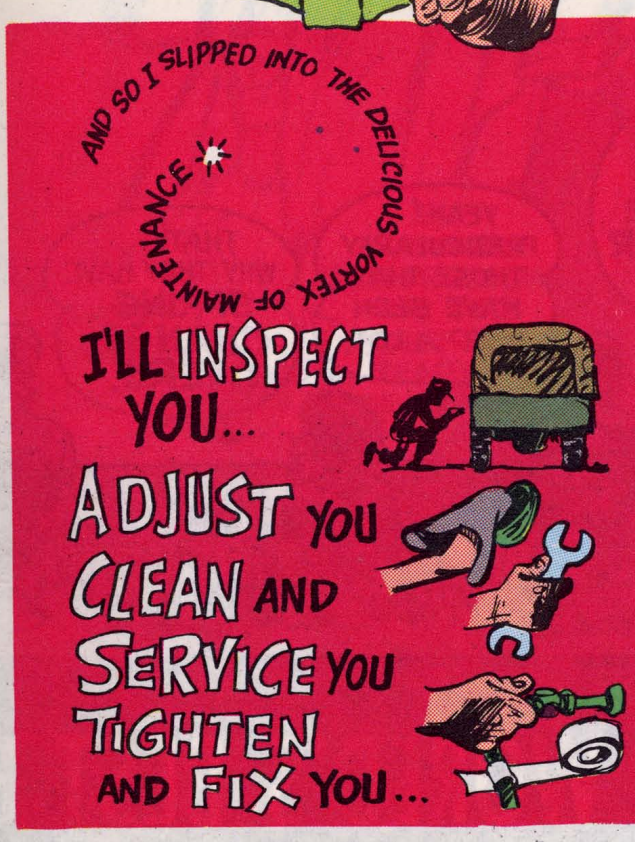
The sight of her naked ribs was driving me wild!!

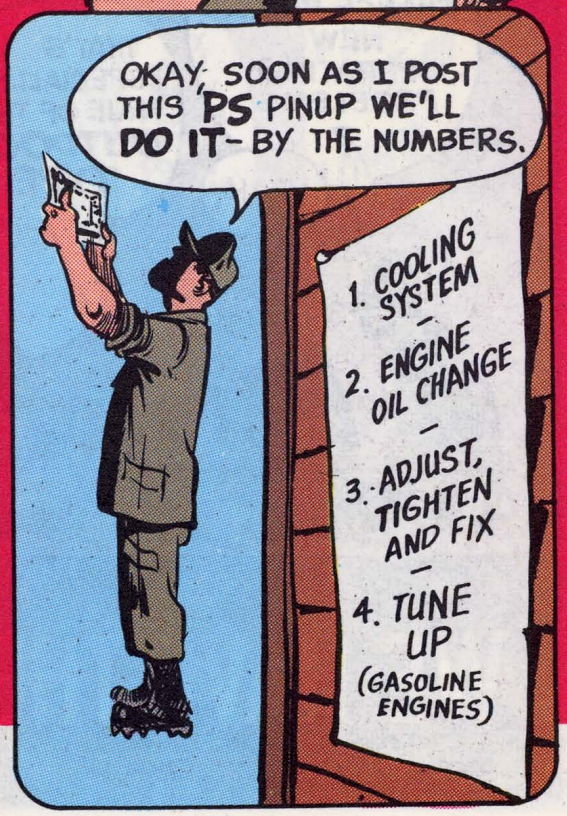
"... You only say this because I'm a truck" ... she pouted.

"I feel I must tell you, dear . . . I'm not a virgin!! . . . I have been through many missions– I've hauled over many a rough road! Yes, even been overloaded at times . . . and mishandled with sadistic abandon," she offered.

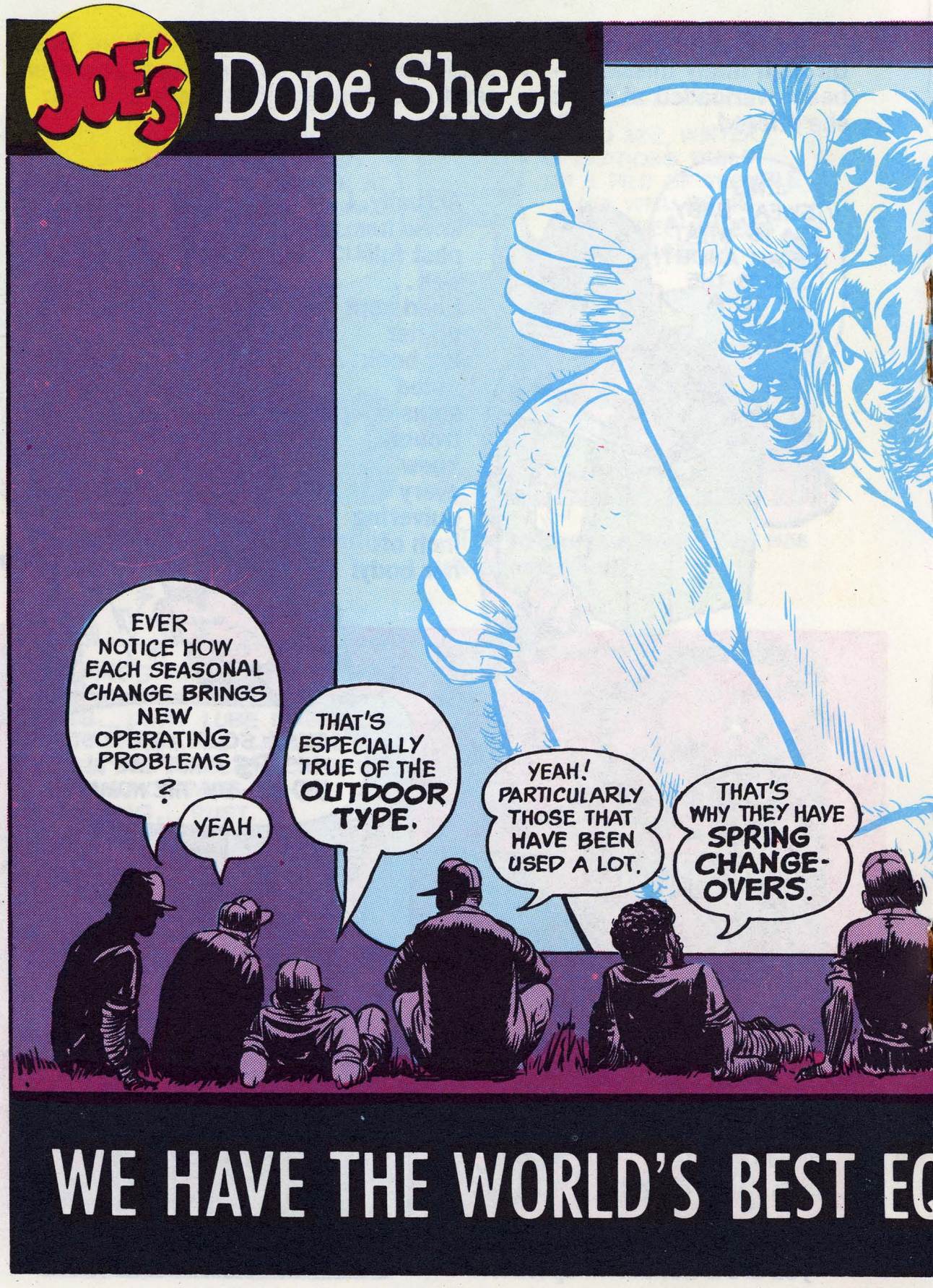
Actually, I knew her past full well . . . I had kept up her log book . . . noted signs of trouble, knew every quivering inch of her body!



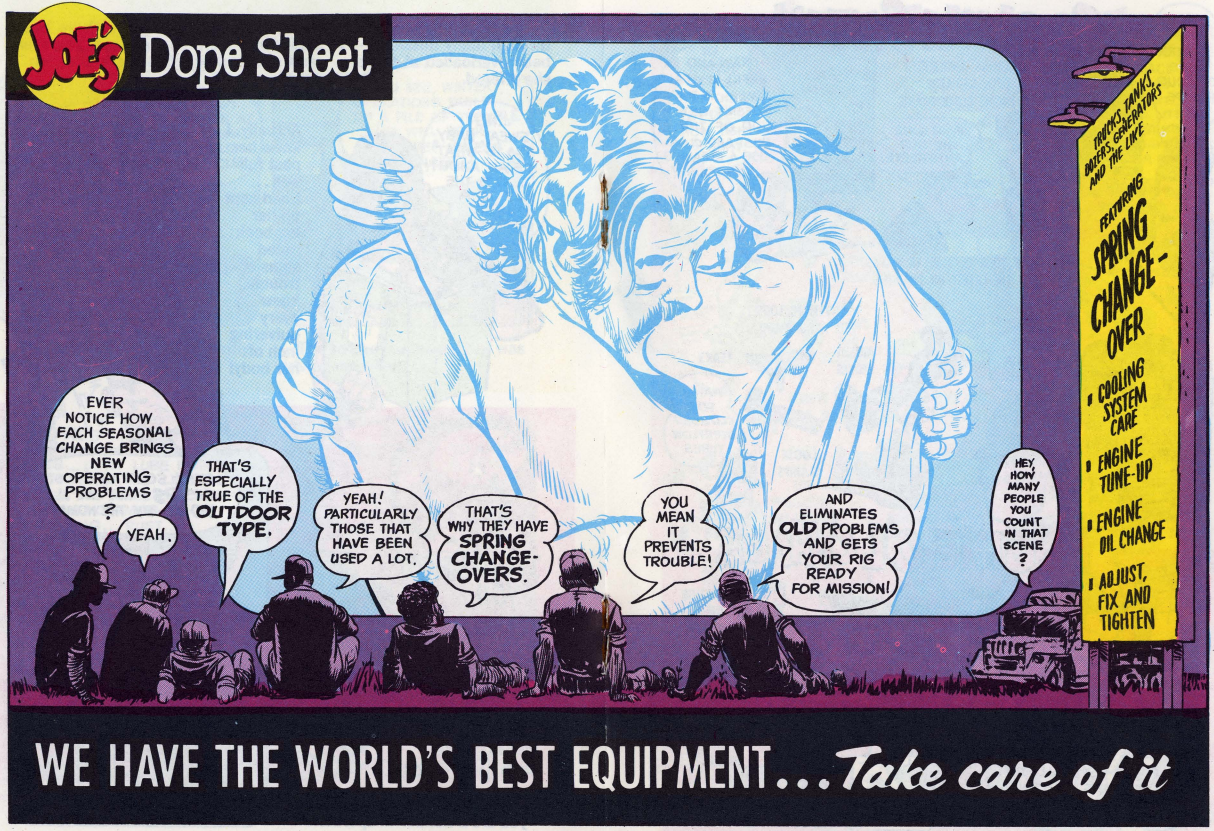




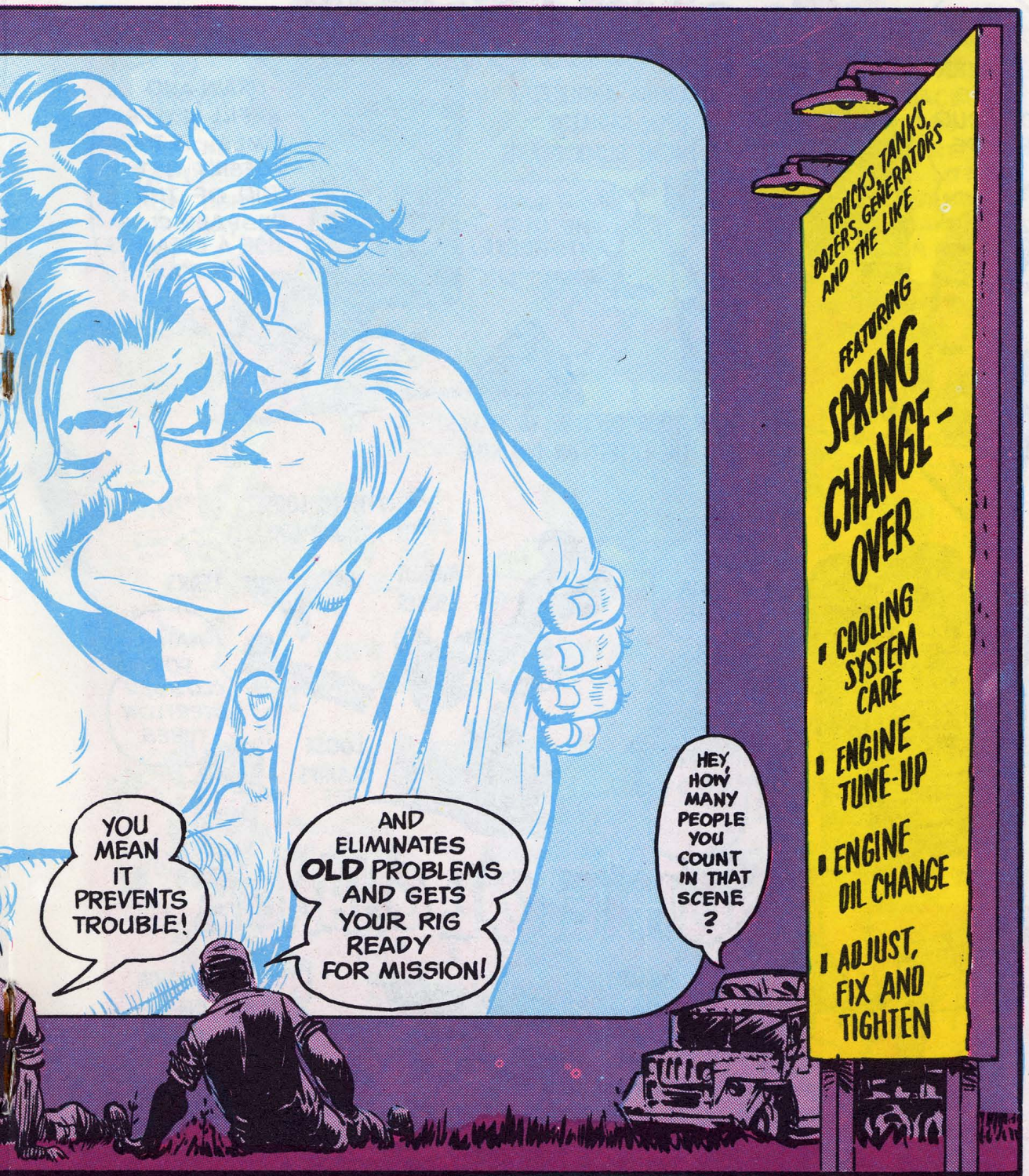
"Oh, darling," she gasped . . . "you are a wonderful operator."



IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BUL



IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.



QUIPMENT... *Take care of it*

LLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

COOLING SYSTEM

OVER THE WINTER LOTS OF CRUD BUILDS UP!

TB 750-651

DRAINING ANTIFREEZE? OPEN RADIATOR AND ENGINE BLOCK DRAINS.

NEVER SAVE THE OLD ANTIFREEZE!

FLUSH

DRAIN AND REFILL SEVERAL TIMES... IF THIS DOESN'T GET RID OF THE RUST AND CLOG - USE A CLEANING COMPOUND!

CHECK YOUR COPY OF TB 750-651 FOR THE LATEST ON DRAINING

CLEAN BETWEEN CORES AND FINS

USE AN AIR HOSE.

ANYTHING LOOSE? FEEL AROUND FOR...

MUSHY HOSES

LEAKS

LOOSE CLAMPS

WATCH FOR CLOGGED OVERFLOW TUBES.

ENGINE OIL CHANGE

LO

DRAIN OIL

BUT DON'T DRAIN IT WITH A COLD ENGINE!

CHANGE THE OIL FILTER

AND REFILL WITH THE PROPER GRADE OF OIL!

ANY LEAKS?

- OIL ☐
- FUEL ☐
- WATER ☐
- LUBE ☐

DON'T GUESS - FOLLOW THE **LO** - BE SURE TO HIT ALL POINTS - ESPECIALLY THE OIL CAN POINTS, LIKE PINS, HINGES, LINKAGE THAT AREN'T LISTED.

ADJUST, TIGHTEN AND FIX

STICK TO TORQUE SPECS. LET THE TM DECIDE HOW TIGHT IS TIGHT.

TIGHTEN BODY BOLTS

DA 2408-5

REPLACE ONLY AS NECESSARY!! OFTEN A LITTLE ADJUSTING WILL SAVE A REPAIR PART!

ALL THE MWO'S BEEN APPLIED AND UP TO DATE?

SCREWS

USE THE RIGHT SIZE SCREWDRIVER

CHECK CLAMPS AND BRACKETS

WASH OFF THE ROAD SALT!

CLEAN OFF LUBE POINTS

REMOVE HARD CAKED MUD AND GRIT FROM WIRES (USE A PIECE OF WOOD).

PAINT ONLY FOR PROTECTION, LIKE EXPOSED METAL.

BE SURE ALL MARKINGS ARE CLEAN AND READABLE.

STORE THE PUBS WITH THE WINTER ACCESSORIES LIKE SCRAPERS, PLOWS, SANDERS, ETC.

DO A LITTLE PM ON 'EM BEFORE YOU PUT 'EM AWAY.

TUNE-UP

ADJUST THE GAPS!

SPARK PLUGS

CLEAN AND TEST. REPLACE CRACKED OR DEFECTIVE ONES.

DISTRIBUTOR POINTS

ADJUST OR REPLACE THEM IF NEEDED.

LOOK SHARP FOR HAIRLINE CRACKS!

ADJUST TIMING

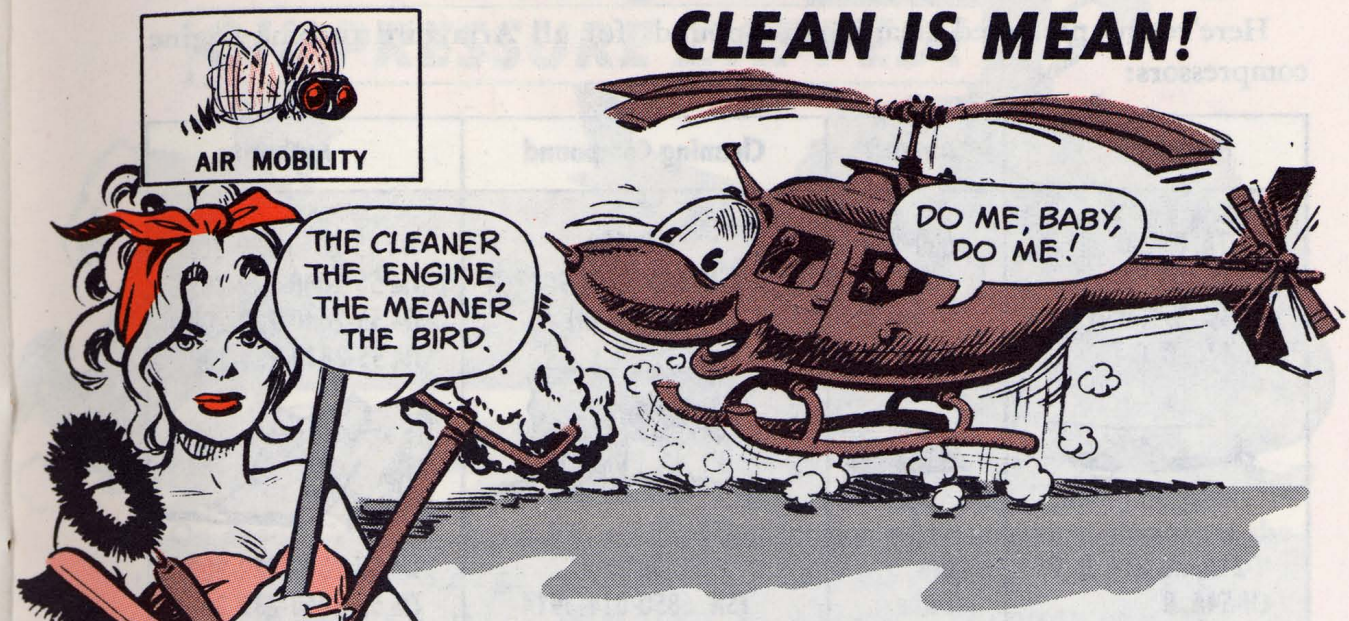
USE THE TM FOR SPECS.

USE THE TEST EQUIPMENT IN YOUR ORGANIZATIONAL TOOL SET

. . . and so I left her... aglow with readiness for any new mission.
NCO CLUB
WELL, HERE I AM - HOBART J. YELLOW, JR. THE MIGHTY MAINTAINER OF MOONSAN!.
I AM FURIOUS, YELLOW!
LISSEN, YELLOW, YOU TOOK MY LAST WHEELS FOR A SPRING CHECK-UP... AND I AIN'T GOT A SINGLE RIG TILL YOU RETURN 'EM!!!
BUT IT'S A NECESSITY... LIKE IT'LL PREVENT TROUBLE FOR YA LATER!
MAN, I GOT TROUBLE NOW! I GOTTA HAUL REFRESHMENTS TO THE BASH TONIGHT.
YOU'LL GET 'EM BACK IN TIME, NO SWEAT.
HEY, "LOVER," THERE'S A NEW SKIN FLICK FROM DENMARK IN TOWN... WANNA MAKE IT?
WHO NEEDS IT. THERE'S A KIND OF LOVE BETWEEN A MAINTENANCE MAN AND THE GEAR HE KEEPS IN "READY" SHAPE THAT REALLY TRANSCENDS CARNAL LUST... BESIDES... IF I WAIT UNTIL THE NEXT "S" SERVICE TO DO THE CHECK-UP I'LL WIND UP WITH BIG REPAIRS AND MORE WORK... WHO NEEDS IT?

LOH TURBINE ENGINE COMPRESSORS...

CLEAN IS MEAN!



On a scoot and shoot mission the Pitch Puller needs all the power his engine will put out.

The particle separators on your Kiowa (OH-58A) and Cayuse (OH-6A) keep engine innards about 98 percent big-hunks-o-gunk-free. Outstanding!

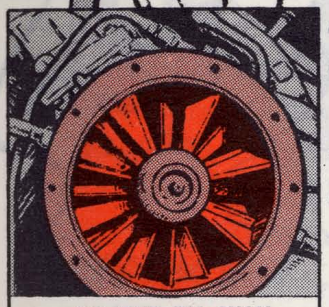
But that 2 percent of dust that slips past the separators will give your bird intestinal clutteritus. It won't take long for this micro-dust build-up to give her the Monday morning blahs—unless you clean the engine.

Clean engines digest JP-4 easier. Every ounce of power is wrung outta the fuel, and sends your bird zipping along.

Cleaning the compressor blades when engine performance falls off faster'n usual, or exhaust gas temp increases steadily, or when the engine gets contaminated with exhaust residue (soda ash) is good PM.

It takes more'n a hit-or-miss job with a brush or rag to clean the compressor blades. Your best bet is to use the right cleaner and follow the TM cleaning poop to the letter. This ain't the time to "bottom out" on PM, brother!

Using the wrong compressor cleaner in certain birds will soften the compressor cases, and that means a trip to your maintenance back-up unit.



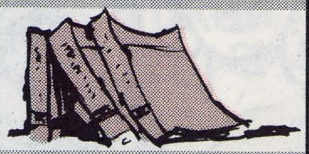
GO THE TM WAY ON CLEANING COMPRESSOR BLADES

USE THESE CLEANERS

If you're pulling PM near salt water, clean the compressor with a daily douche of demineralized, distilled, or fresh water . . . or with a water-soluble emulsion cleaner.

PS MORE

Here're the preferred cleaning compounds for all Armybird turbine engine compressors:

Model	Aircraft	Cleaning Compound	Authority
OV-1A, B, C, D AH-1G, TH-1G UH-1A, B, C, D, H, M CH-47A, B, C	Mohawk Cobra Iroquois Chinook	P-D-680 FSN 6850-264-9037 (55-gal dr)	TM 55-2840-229-20P TM 55-2840-229-20P TM 55-2840-229-20P TM 55-2840-234-20P
			
U-21A, RU-21A, B, C CH-54A, B	Ute Tarhe	Turco FSN 6850-014-3914 (gal)	TM 55-2840-232-20P TM 55-2840-230-20P
OH-6A OH-58A	Cayuse Kiowa	CL-12 FSN 6850-144-9817* (55-gal dr) (Mil-C-0043616)	TM 55-1520-214-20P TM 55-2840-231-35P*
*FSN will be in new change or pub revision.			

NOW HEAR THIS!

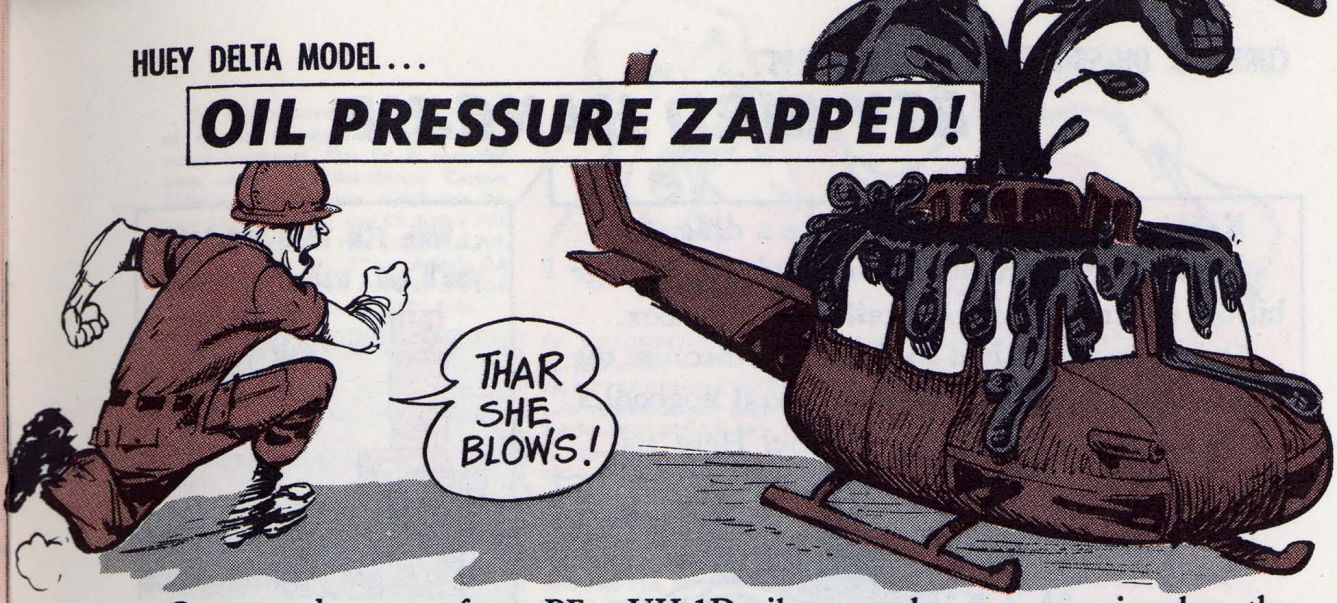
Use your personal ear plugs when working around aircraft turbine engines, transmissions, electrical power generators, tracked vehicles wherever the medics say high intensity sound could damage eardrums.

You can even wear ear muffs with the plugs, if needed.

TB 3-4240-263-10 (May 67) on aural protectors, lists 4 types. They're authorized in CTA 50-914 (Feb 69) on protective equipment and should be centrally located for everybody's use.

HUEY DELTA MODEL...

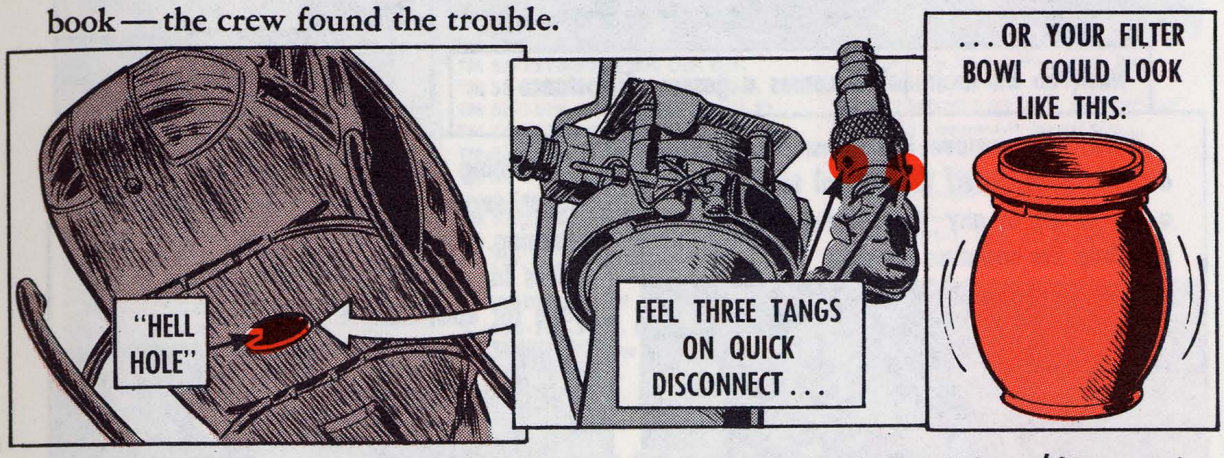
OIL PRESSURE ZAPPED!



On ground run-up after a PE, a UH-1D pilot got a low-pressure signal on the transmission oil pressure gage. Within 30 seconds oil pressure was zero.

Imagine the result if he'd been airborne! Who-e-e-e! Oil pressure zapped . . . transmission grabs . . . windmill stops . . bird flipflops!

After troubleshooting the system — being careful to follow the Dash 20-by-the-book — the crew found the trouble.



There it was in the "hell hole" — at the transmission inlet oil hose/filter outlet coupling (quick disconnect). A real hard-to-reach item to service and check — and you'd better believe it.

When the external oil filter sump was removed for cleaning and filter replacement — sequence 4.11, TM 55-1520-210-20PMP (Nov 69) — the 3 tangs on the outlet quick disconnect fitting were not checked by hand for full extension. Oil was stopped f-a-s-t . . . by the check valve in the quick disconnect as it came unglued.

Wih the surge in engine power, the transmission oil pump forced oil thru the line and with no place to go the filter bowl sump cracked and took on a pregnant pumpkin look.

A lotta time and effort — not to mention some tempers — were lost because some knucklebuster didn't follow the TM.

'Course this type of boo-boo couldn't happen to you . . . right?

CURE FOR OH-58A GEAR BOX OIL SPILLS . . .

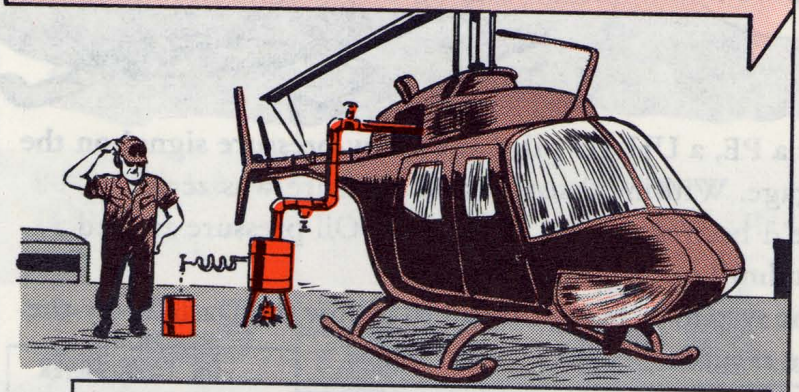
DIRTY BIRD HANG-UP

Keeping your bird clean can be a drag.

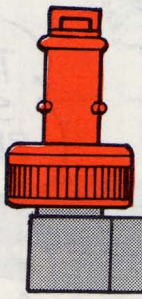
'Specially when doing your 150-hr oil change bit on the transmission or tail-rotor gear box.

Or maybe you've had to drain 'em because the magnetic chip detector signaled metal nogoodies.

Need a fix to save clean-up time? Here 'tis. . .



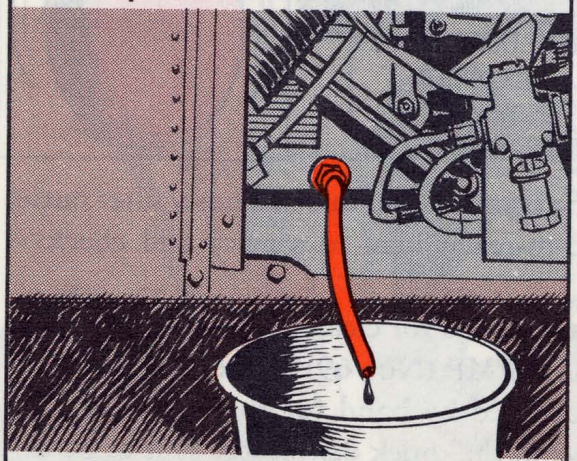
...With FSN 1730-252-6097 you'll get a special ground-servicing drain unit for the transmission oil drain . . .



And FSN 1730-252-6101 brings one for the tail-rotor oil drain.

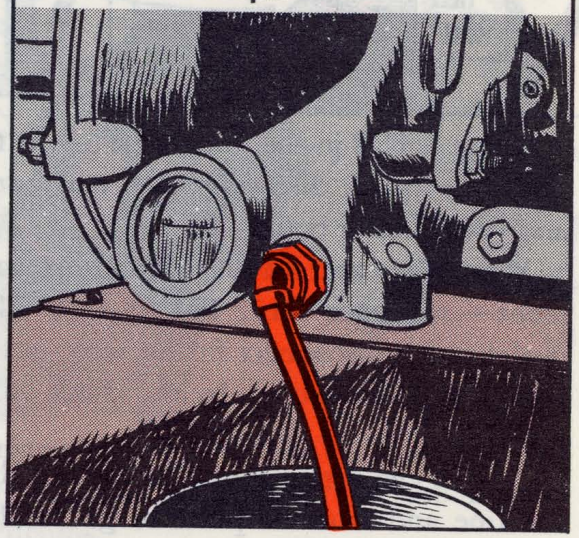
Now, an oil drain job becomes a gasser. F'rinstance . . .

When you remove the transmission chip detector plug, insert the special tool. Attach a 2-ft length of any 3/8-in ID hose to it . . . and drop the end over the side.



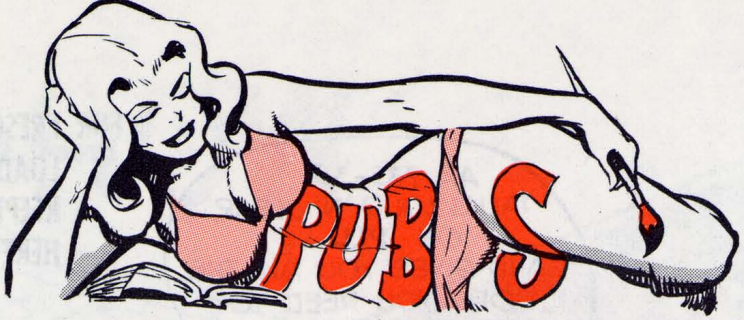
When you hand-torque the tool, it opens the self-sealing valve, and oil drains into a hand-held container.

Draining the tail-rotor gear box is same-same, except you use a hose with a 1/4-in ID opening. 'Course you can't use these drain tubes for oil sampling, since you use a new tube for each sample.



After the clean dirty work is done, dunk the fittings in solvent and save 'em for another day.

Your support can order these special tools with an exception data type requisition. When you order be sure to use B17 for the RIC on the paper work.



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Jun 70), and Ch 2 (Oct 70), TM's, TB's, etc., DA Pam 310-6 (Jul 70), and Ch 1 (Oct 70), SC's and SM's; DA Pam 310-7 (Jul 70), MWO's; and DA Pam 310-9 (May 69), COMSEC Pubs.

TECHNICAL MANUALS

TM 1-U1-5, Dec, U-1.
TM 3-4240-204-14, Oct, M9A1 Mask.
TM 5-2420-201-20P, Oct, Lt Whld Tractors.
TM 5-3431-226-23P, Dec, Welding Equip.
TM 5-3805-218-20P, Nov, Scrapers.
TM 5-3810-288-20P, Oct, 20 Ton Trk Mtd Crane Shovels.
TM 5-3820-210-20P/1, Dec, Rock Drill.
TM 5-3820-210-20P/2, Nov, Rock Drill.
TM 5-4120-270-20P, Nov, 60,000 BTU Air Cond.
TM 5-4310-207-20P, Nov, 250 CFM Air Compress.
TM 5-4310-212-20P, Nov, 600 CFM Air Compress.
TM 5-4310-251-24P, Dec, 15 CFM Air Compress.
TM 5-4310-280-15, Oct, 600 CFM Whl Mtd Air Compress.
TM 5-4310-338-15, Oct, 600 CFM Trlr Mtd Air Compress.
TM 5-4320-215-25P, Nov, 2-Wheel Mtd Fresh Water Centrif Pumps.
TM 5-4930-207-20P, Nov, Lube & Serv Equip.
TM 5-5430-209-12, Nov, Storage Tanks.
TM 5-6115-433-23P, Dec, Trailer Mtd Gen.
TM 5-6115-454-20P, Dec, 100 KW Eng Drvn Gen Sets.
TM 5-6115-455-20P, Nov, 150 KW & Up Eng Drvn Gen Sets.
TM 5-6125-211-25P, Nov, 60 KW Motor Gen.
TM 5-6675-224-24, Nov, Survey Equip.
TM 5-6675-270-25P, Oct, Survey Equip.
TM 9-1015-200-20P, Oct, M29, M29A1 81-MM Mortars.
TM 9-1015-203-12, Oct, M101, M101A1 105-MM How.
TM 9-2330-251-14, Oct, M416, ¼ Ton Cargo Trailer.
TM 9-2350-230-12 C8, Oct, Armd Recon M551 Operator.
TM 9-2350-247-20P C2, Nov, M548 Cargo Carrier.
TM 9-7218 C14, Dec, M42 and M42A1 Twin 40-MM SP Arty AA Gun.
TM 10-4930-206-13, Nov, Lube & Servicing.
TM 11-5805-583-15, Oct, AN/TSC-76 Commo Patching Center.
TM 11-5821-260-20P, Dec, Radar Set AN/ARC-115, OH-58.
TM 11-5821-261-20P, Dec, Radio Set AN/ARC-116, OH-58.
TM 11-5841-278-25P, Oct, Radar AN/APR-25 (V) OV-1A-1B-1C-RU-8D.
TM 11-6625-928-20P, Dec, OH-6 & OH-58 Test Kit MK-994/AR.
TM 55-414, Oct, All F/W & R/W Fundamentals of Acft Maint.
TM 55-1510-202-20P, Dec, O-1.
TM 55-1510-202-20PMP, Nov, O-1.
TM 55-1510-203-20P, Nov, U-6.
TM 55-1510-204-20PMI, -20PMI/1, -20PMP, & -20PMP/1, Oct, OV-1.
TM 55-1510-205-CL, Oct, U-1.
TM 55-1510-205-PMP, Oct, U-1.
TM 55-1510-205-20 C1, Dec, U-1.
TM 55-1510-209-20PMP, Oct, U-21.
TM 55-1520-227-20PMI, Nov, CH-47.
TM 55-1520-228-CL, Oct, OH-58.
TM 55-1905-217-20P, Oct, DED Steel Mech Landing Craft.
TM 55-2840-230-20P, Dec, CH-54.
TM 55-8465-211-10, Oct, All F/W & R/W.

MODIFICATION WORK ORDERS

5-4930-207-30/1, Dec, Lube and Servicing Unit Power Oper, Trlr Mtd, 23 CFM Compress.
9-1425-500-30/3, Dec, Hawk Radar AN/MPQ-34, -35, -37, -39 and AN/MSW-9.
9-1425-500-30/4, Dec, Hawk Radar Set AN/MPQ-35, -39.
9-1430-501-30/65, Dec, Hawk.
9-1430-501-30/67, Dec, Hawk (AN/TSW-2)
9-1430-503-30/28, Dec, Hawk.
9-1430-510-30/19, Dec, Radar Set AN/MPQ-37, Hawk.
9-1430-560-20/4, -20/6, -20/8, -20/9, -20/10, -20/11, -20/12, -20/13, Dec, AN/TSQ-51.
9-2300-216-30/32, Dec, M107 175-MM SP Gun & M110 8 In Howitzer.
9-2350-217-30/17 C1, Nov, 155-MM SP Howitzer M109.
9-4900-500-30/77, Jan, Hawk Field Maint Guided Msl Sys Shop Equip AN/TSM-41, AN/TSM-42, AN/TSM-43, AN/TSM-88, and AN/TSM-89.
55-1500-210-30/41, Jan, CH-47A, B, C.
55-1520-209-40/12, Dec, CH-47: Improve Tunnel Cover Latching.
55-1520-219-30/1, Dec, UH-1A-1B-1C.
55-2840-232-30/1, Dec, Fuel Heater Check Valve, U-21.
55-2840-232-30/2, Dec, Revers Intercon Linkage Forward Sect, U-21.

TECHNICAL BULLETINS

TB 55-1500-210-20/17, Dec, Insp of Pilot and Co-Pilot Jettisonable Door Latch Plates, CH-47A-47B-47C.
TB 55-1500-315-25, Dec, All F/W and R/W Acft Component Repair Kits.
TB 55-1520-210-20/9, Dec, Insp of Main Rotor Blades UH-1D & 1H.
TB 55-1520-227-20/12, Jan, CH-47B & C.
TB 750-991-1, Oct, All Aerial Deliv Equip EIR, F/W.

MISCELLANEOUS

LO 5-2410-214-12-1 & 12-2, Nov, Tracked Tractors.
LO 5-2420-219-12-1, -12-2 & -12-3, Nov, Wheeled Tractors.
LO 5-3805-250-12-1 & -12-2, Nov, Loaders.
LO 5-4940-221-12, Nov, Shop Equip Contact Maint Set 3.
SC 5180-95-CL-A47, Oct, Chapparal.
SC 5420-97-C-E09, Nov, Floating Bridge Erection Set.
SC 8340-90-CL-P01, Dec, Tentage Repair Kit.
SC 8340-90-CL-P02, Dec, Tentage Repair Kit.

MWO of the MONTH

You can bust up a good tank engine or even get hurt unless MWO 9-4910-535-30/1 (Sep 69) is applied.

This MWO was put out by the Army to beef-up Sling Assembly, FSN 4910-791-5421 which you use to remove or replace the power plant in your M48A3 and M60/60A1 tanks and the M728 CEV. Altho the free-issue date in the MWO is long past, there may be some kits still in the stock bins. Get your work order back to direct support, pronto.

FOR PRESCRIBED LOAD LIST KEEPERS... HERE'S—

PLL

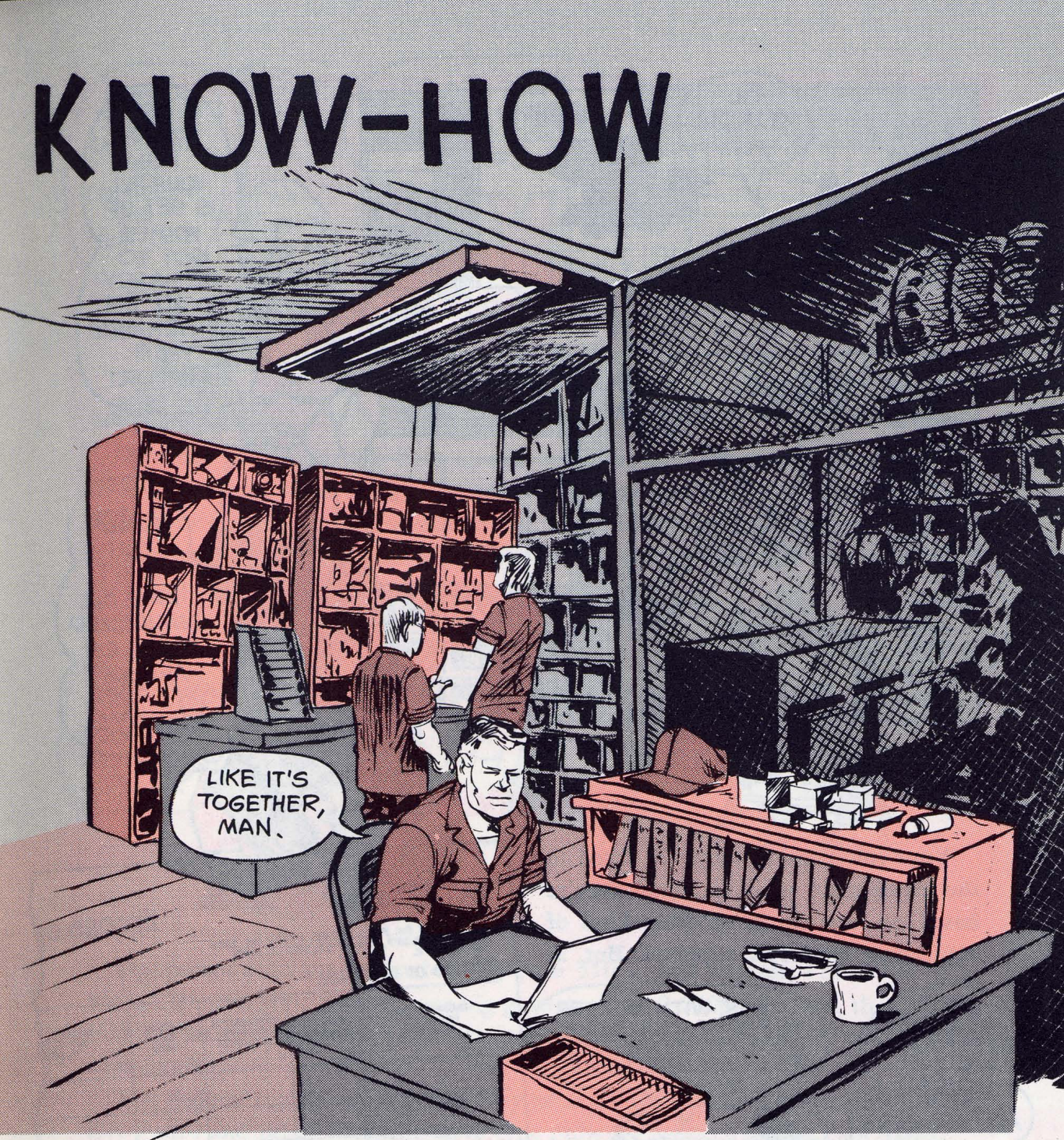
Whether you earned your PLL spurs in supply school, by OJT, or you're just learning the PLL business on your own, your No. 1 publication for setting up and running your shop is AR 735-35 (Nov 70), Supply Procedures for TOE and TDA Units and Activities.

WHO KEEPS A PLL

If your outfit's TOE or MTOE authorizes the maintenance personnel, tools, and equipment to pull organizational maintenance, your outfit's authorized a PLL. Your CO is the approving authority for the PLL, and you're responsible for keeping the PLL stocks and records in order.

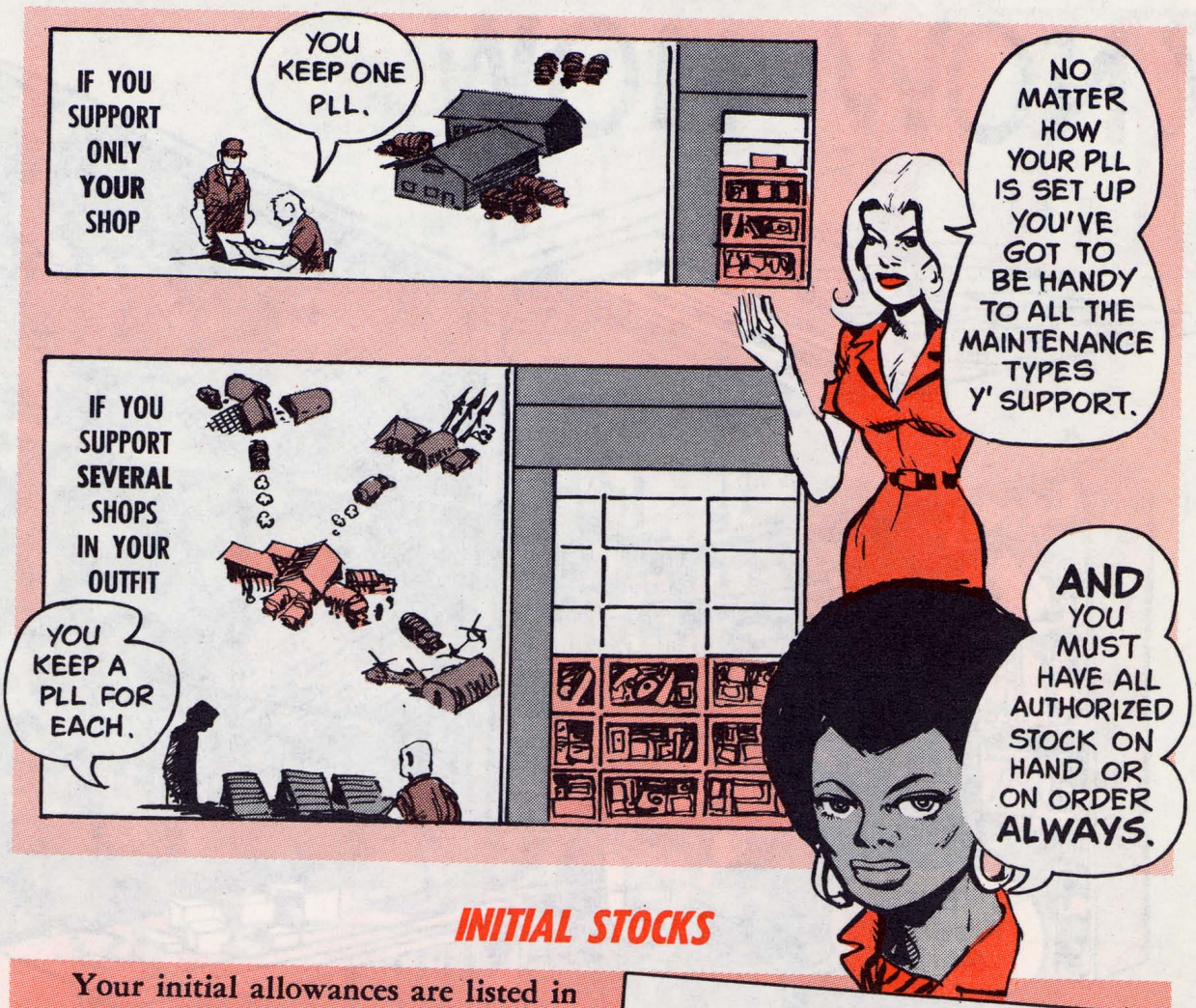
All your PLL normally amounts to is a 15-day load of repair parts to support the equipment your maintenance shop is responsible for. Of course, your CO may set up one central PLL operation to support several of his units or sections that

KNOW-HOW



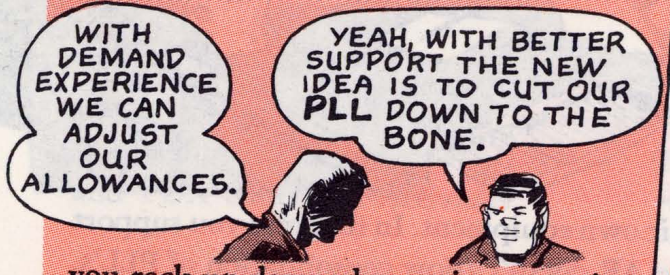
have maintenance responsibility for their own equipment. In that case you support several shops or sections. And, since the AR doesn't allow consolidation of PLL's, you have to keep separate stocks and records for several 15-day loads. That way, if one of the units has to move off by itself, it's no real sweat for you to hand over the unit's stocks and records.

The only time you can pool PLL stocks and records is when your shop maintains equipment for units that aren't authoriized maintenance personnel, tools, and equipment. That is, units that would normally move when you do.



INITIAL STOCKS

Your initial allowances are listed in the equipment manuals, and they're based on how much of what kind of equipment your PLL supports. But, as



you rack-up demand experience, you're authorized to make changes in most repair parts loads. The changes are based on your shop's demand, and its frequency of demand for an item — within a 180-day period. To keep track of your demands you use DA Form 3318, Record of Demands — Title Insert.

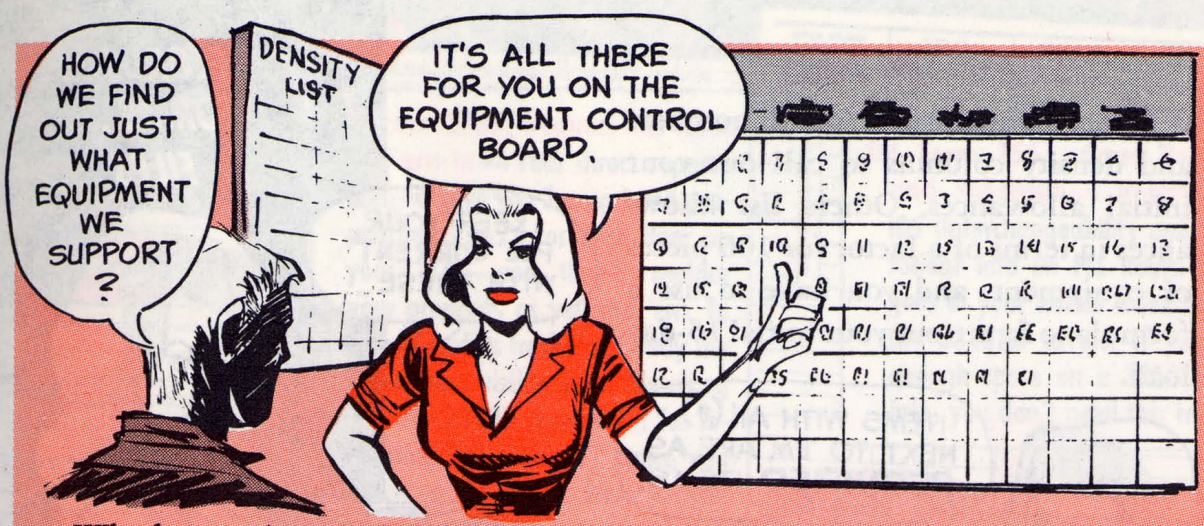
DA FORM 1 MAR 66 3318

REPLACES DA FORM 1549, 1 MAY 62 AND DA FORM 2527, 1 MAR 62, WHICH ARE OBSOLETE.

RECORD O

RECORD OF DEMANDS

a ORGANIZATION DOCUMENT NUMBER	b QUANTITY DEMANDED	c CUMULATIVE QUANTITY DEMANDED	d BALANCE ON HAND	e ORGANIZA DOCUME NUMB
0005-013	4		0	0177-0
0014-001	2		2	0180-
0030-007	4		0	0180-0
0044-010	3		1	0200-C
0056-003	4		0	CANCELE
0065-015	3		1	
0075-012	4		0	
0079-001	4		0	
0083-013	2		2	
0090-	R	28	2	



Whether you're starting from scratch or taking over an existing PLL, you have to know exactly what equipment your PLL supports. The info normally comes from your outfit's equipment density list, which is kept current by the unit supply-room wheels. Also, just about all the equipment info you need is normally listed on the equipment control board in your shop's office.

YOUR BASIC TOOLS

Equipment pubs are indexed in DA Pam 310-4, and include TM's, TM -P's, SM's, TB's and SB's. Two of your big guns are TM 9-2300-223-20P, the CAOSL (Consolidated Authorized Organizational Stockage List) and SB 700-50, Expendable Items.

The Federal supply catalogs you may need are indexed in DA Pam 310-6. AR's DA Pam's and other administrative type pubs are indexed in DA Pam 310-1.

If the pubs you need are missing, or out-dated, check with your outfit's publications supply man. He can order what you need on DA Form 17. Make sure he knows exactly which pubs your shop must always have on hand so he can add them to his pinpoint distribution orders. That way the changes and new pubs you need will be shipped automatically to your outfit by the Army Publications Centers.

Meantime, if you're in a bind for a supply publication, you can try for a loan from the nearest technical library, or from a neighboring outfit.

Get real upsnuffed on DA Pam 310-10, Guide for Publications Supply Personnel, so you'll know what's what in that end of the business.

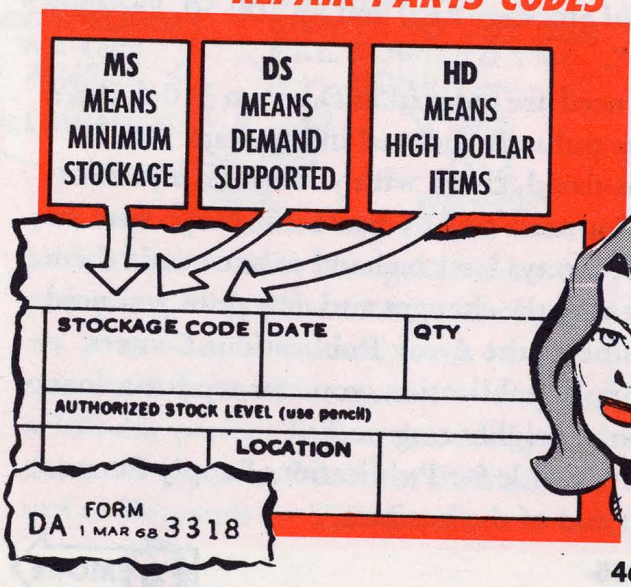
PS MORE

STUDY THE PUBS

Some manuals use round numbers and density columns to call out your initial allowances. Others list allowances in terms of a factor for 100 pieces of equipment, and you have to use a formula to figure out your initial 15-day load.

When you collect 3 separate demands for a fringe item within 180-days—you add it to your PLL. Sames goes for items listed with a numerical allowance which you can't stock on your initial PLL because your equipment density is too low.

REPAIR PARTS CODES



DA Form 2765

DA Form 2765, Request for Issue or Turn-in — Your direct support unit will give you 2 preprinted-pre-punched 2765's for each item on your PLL — and they'll replace your preprints as you use 'em. To keep preprints fresh and handy file 'em in your visible index file along with the 3318's they cover. For requesting "as required" items, you make up the 2765's from scratch.

DA Form 2402

DA Form 2402, Exchange Tag — The shoe-tag's for tagging DX (Direct Exchange) items you take to your DSU. If a DX item is out of stock, file your 2402 stub in FIIN sequence in a small box or drawer.

DA Form 1551, Cross Reference and Substitution Record — For I&S (Interchangeability and Substitution) info on PLL items. It also goes in your visible index file with the 3318 it covers. If you have enough space on a 3318 for I&S info, you don't need this form.

DA Form 1551

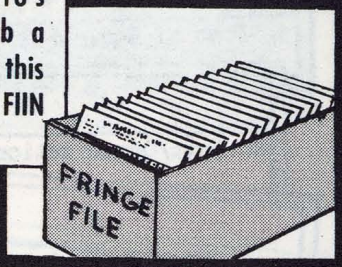
DA Form 2064, Document Register — The record of your document numbers, and info on your supply transactions.

DA Form 2064

DA Form 2063-R, Prescribed Load List — On this 8x11½-in, home-made form you list your PLL items. The form is normally supplied by your local publications section.

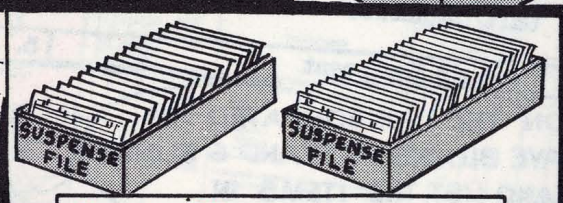
DA Form 2063-R

Fringe Item File—Takes the 3318's for "as-required" items. Grab a handy box or manila folder for this file, and keep the forms in FIIN order.



DA Form 3318

DA Form 3318, Record of Demands—Title Insert—You need a 3318 for each FSN on your PLL. File the forms in a visible index file in FIIN sequence (the last 7 digits of the FSN). The 2-part form is perforated so you can use both sides.



Suspense Files—You need 2 suspense files. A temporary suspense file for due-in requests from your DSU, and a regular suspense file for due-in requests your DSU fills thru MILSTRIP requisitions (AR 725-50).

P.S. MORE

ROUNDING UP YOUR LOAD

Make up a separate 2063-R for each different type of equipment you support. Then from the separate lists make up a consolidated DA Form 2063-R for your DSU.

On the separate forms fill blocks 4, 5 and 6 carefully to help you keep your research straight. Hang on to the separate lists — you'll find them helpful when you make out your requests for the parts and when you work your 3318's.

PRESCRIBED LOAD LIST (AR 735-35)
1. Date
2. Unit/Organization Title
3. Unit Identification Code
4. Item of Equipment
5. Density
6. Technical Manual

PRESCRIBED LOAD LIST (AR 735-35)
1. Date
2. Unit/Organization Title

CONSOLIDATED PRESCRIBED LOAD LIST (AR 735-35)
1. Date
2. Unit/Organization Title
4. Item of Equipment

RP & STL'S

In new manuals with Repair Parts and Special Tool Lists your initial allowances are already worked up for you in a PLA (Prescribed Load Allowance) table. All the items listed in the organizational repair parts section, however, are "as-required" items.

FACTOR TM'S

In TM's that provide the formula for figuring your allowances, you'll find examples for working the formula. App G, AR 735-35 also shows you how to use the formula. Briefly, tho, the figuring amounts to this:

Multiply the number of items you have that use the part by the TM's allowance factor. Then divide the total by 100. The answer is your initial 15-day allowance — with one big exception:

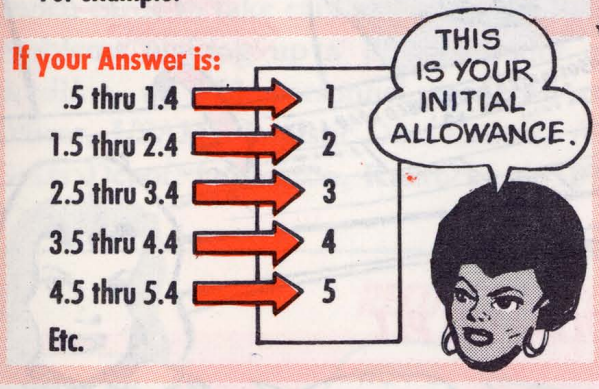
If your answer is less than .5, you're not authorized to stock the item on your initial PLL. It'll be an "as-required" item for you.

When the answer consists of a whole number and a fraction, you figure like this:

Fractions below .5 you round off to the next lower whole number.

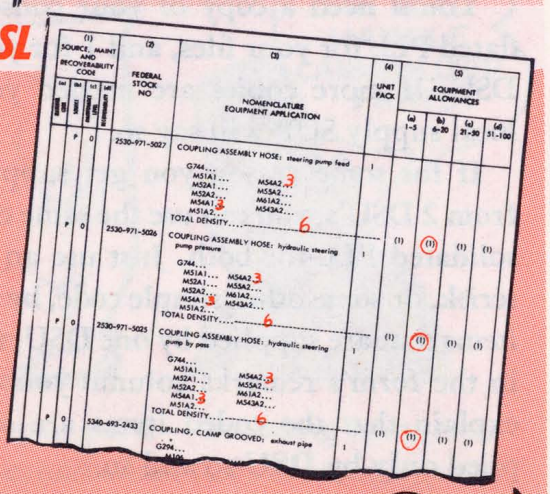
Fractions of .5 or higher you round off to the next higher whole number.

For example:



THE CAOSL

For equipment that's covered by TM 9-2300-223-20P, you don't need separate 2063-R forms. You use the TM pages as your PLL worksheets. Just list how many of each type of equipment you have in the blanks alongside the equipment nomenclature (column 3) on each page. Then use your equipment density totals to select your allowance from the TM's density columns (column 5).

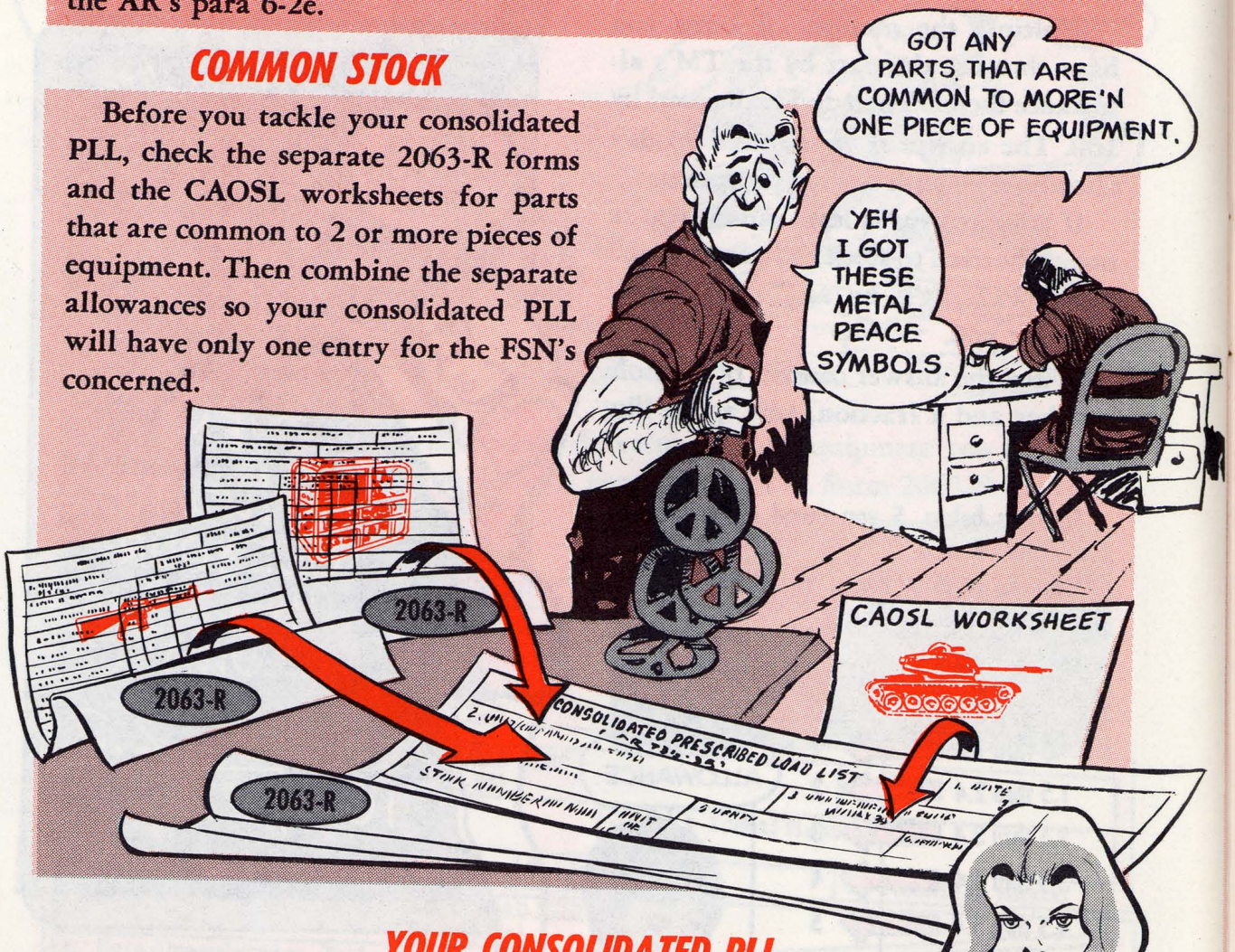


PS MORE

For equipment that was originally covered by the CAOSL, but now has a new parts manual, use the parts manual for your PLL info. Either a change to the CAOSL or a note in the item's manual will clue you on this change. If neither manual gives you the change info, use the manual with the latest date, like it says in the AR's para 6-2e.

COMMON STOCK

Before you tackle your consolidated PLL, check the separate 2063-R forms and the CAOSL worksheets for parts that are common to 2 or more pieces of equipment. Then combine the separate allowances so your consolidated PLL will have only one entry for the FSN's concerned.



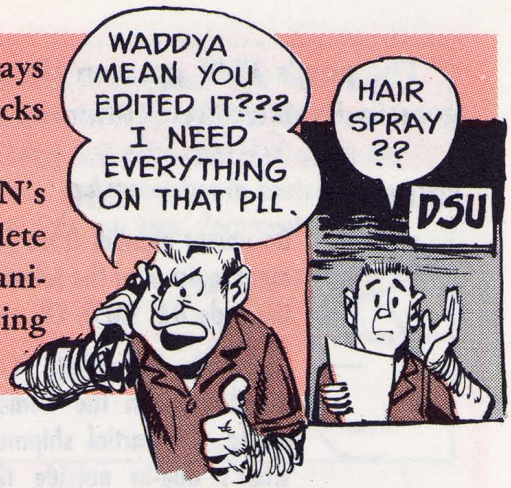
YOUR CONSOLIDATED PLL

You'll need a copy of your consolidated PLL for your files, and 1 for your DSU. If more copies are needed your local supply SOP will say so.

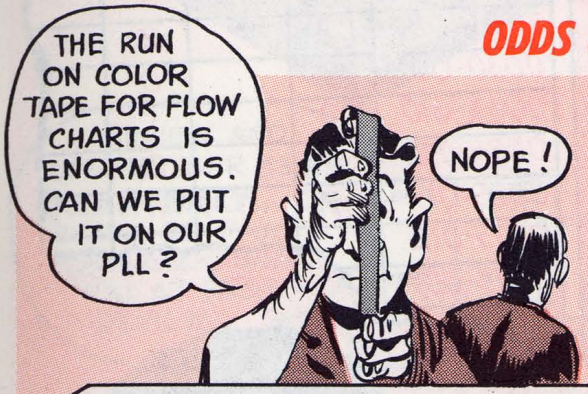
If for some reason you get supplies from 2 DSU's, you can use the same consolidated PLL for both. Just use an asterisk, or some other simple code, by the items that are supplied by one DSU, and in the form's remarks column you can explain that the coded items are supplied **only** by DSU so and so.

Your consolidated PLL is due at DSU within 3 days after it's OK'd. Your 2765's for your initial stocks can go along with the PLL.

The DSU types are required to up-date your FSN's as needed. If you goofed, they're authorized to delete any item on your PLL that's not authorized at organizational level. But that's the extent of the chopping they can normally give your list.



ODDS & ENDS

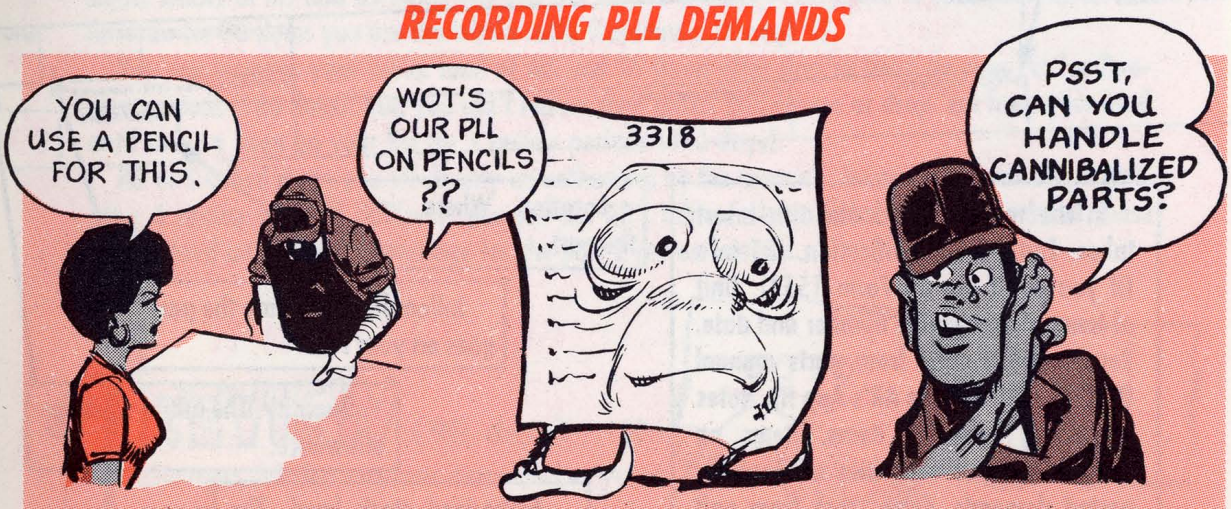


Miscellaneous maintenance supplies (welding rod, rags, friction tape, sandpaper, SB 700-50 items, etc.) which aren't listed in your parts manuals don't go on your PLL. Just order those things as your shop needs 'em, and stock 'em accordingly.

MACHINED PLL

If your DSU has the machinery, they can prepare a master listing or a deck of punch cards to take care of your consolidated PLL. Outfits that have really mean problems making up a PLL (a major change in equipment, hot deployment deadline, no PLL personnel, etc.) can request PLL help from: Commanding Officer, USAMC Logistic Data Center, ATTN: AMXMA-SS-5, Lexington-Blue Grass Depot, Lexington, Kentucky 40507, like the AR says in para 6-2e(4)j.

RECORDING PLL DEMANDS



The 3318's take all demands you have for repair parts — including items from DX, SALTI, items provided by neighbors, or cannibalized (CP) in an emergency.

PS MORE

The part's FSN goes on the card's top right corner, and the following info goes in its 4 lettered columns:

COLUMN		INFO
a	—	Document number from your document register, or the Julian date and the code DX, SALTI, CP, etc.
b	—	Quantity demanded. Circle the quantity when the items are received. On partial shipments note what's due-in outside the circle. Erase the note when the due-in's arrive.
c	—	Cumulative quantity. The only time you have to use this column is when you're totaling up your demands to adjust your load.
d	—	Balance on hand at the time you post a demand.

DA FORM 1 MAR 66 3318 — RECORD

REPLACES DA FORM 1543, 1 MAY 62 AND DA FORM 2527, 1 MAR 62, WHICH ARE OBSOLETE.

RECORD OF DEMANDS

ORGANIZATION DOCUMENT NUMBER a	QUANTITY DEMANDED b	CUMULATIVE QUANTITY DEMANDED c	BALANCE ON HAND d	ORGAN DOC NU a
0005-013	(4)		0	
0014-001	(2)		2	
0030-007	(4)		0	
0044-010	(3)		1	
0056-003	(4)		0	
0065-015	(3)		1	
0075-012				
0079-001				

TITLE-INSERT INFO

FSN; and item description (short name of item stocked). Stockage code (MS, DS, or HD).

DETACHED FROM 3318, . . Mar 68

TITLE INSERT

REMARKS M577A1, COMMAND POST CARRIER
M113A1, PERSONNEL CARRIER
TM 9-2300-257-20P (MAR 69) U/I EA

STOCK NUMBER 6240-266-9940

ITEM DESCRIPTION LAMP, PANEL WARNING LIGHT

STOCKAGE CODE MS

DATE 0005

QTY 4

AUTHORIZED STOCK LEVEL (use pencil) A

LOCATION 3C 99

In the remarks block the title-insert takes: End item identification. I&S info (if you don't use DA Form 1551). Unit of Issue. Parts manual number and date. Recoverability code from parts manual (R, S, T or U. See the AR's App H). Notes explaining seasonal items, items on hand in unusual quantities to meet expected demands, extra stock from unit pack issue, etc.

Location. Where you store the part.

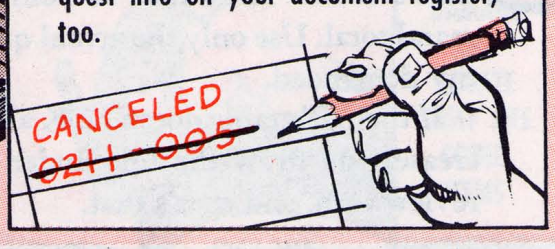
Julian date. The date the part goes on your PLL.

Quantity. The initial stockage allowance.

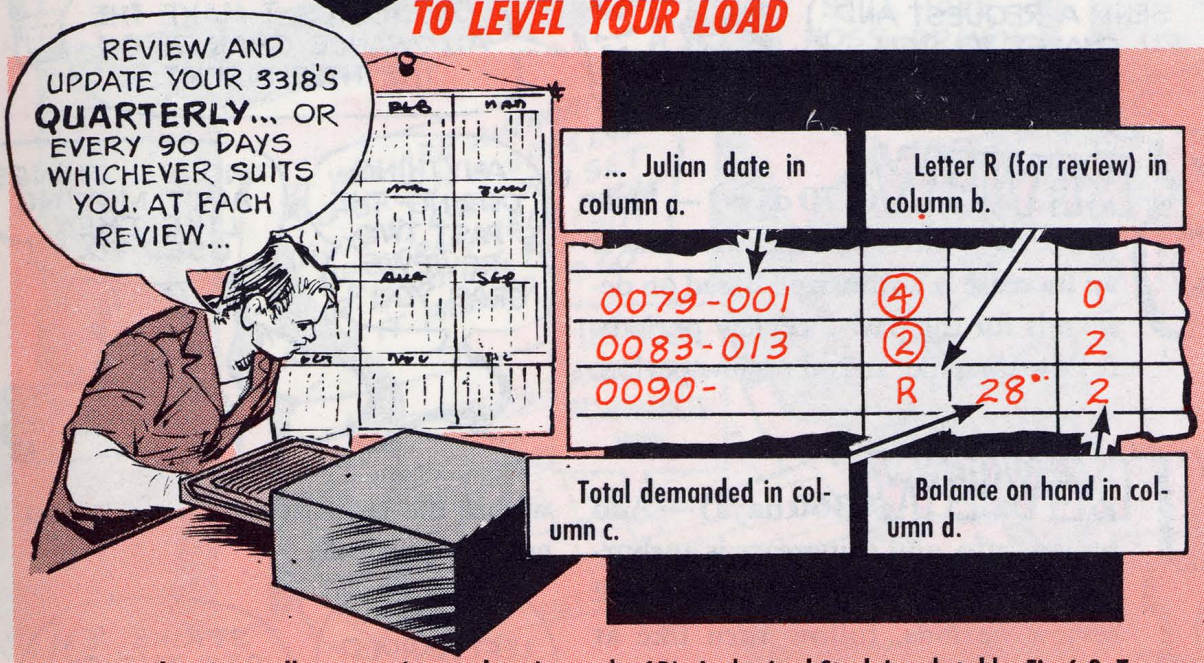
Authorized stock level. The part's DS allowance.

You can use colored tabs, or some other flag, in the visible index file to identify those items with extra stocks, items that are due-in, zero balance and items for deadlined equipment, or gear that's in storage.

To cancel a request that you've recorded on a DA Form 3318, just line out the entry and write **canceled** above the line . . . and remember to cancel the request info on your document register, too.



TO LEVEL YOUR LOAD



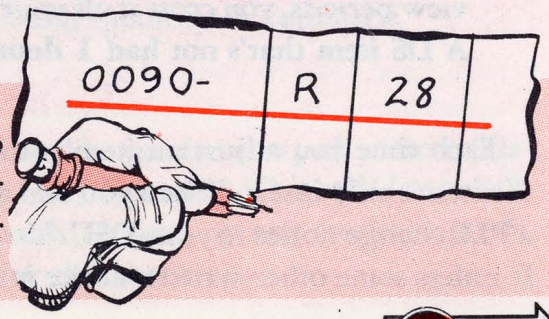
To adjust your allowances (up or down) use the AR's Authorized Stock Levels table, Fig 6-3. To adjust stocks of MS and DS items you use the table's column 1 only. But to find your initial allowance for DS items you use the whole table (columns a through 1).

You can increase your initial load of MS and DS items after they've been on your PLL for 2 review periods (180 days). But, you can't reduce their initial allowances or drop 'em from your load until they've been on your list for 4 review periods (360 days).

HD or T coded items you stock only as authorized by the manuals. Increases are not authorized. After 4 review periods, however, you use the AR's table (column l) to decrease stocks of those items based on demand experience for the past 2 review periods.

IT WORKS LIKE THIS

1ST REVIEW (90 days) — No change. Make review entries on your 3318's, and draw a heavy line under the entries.



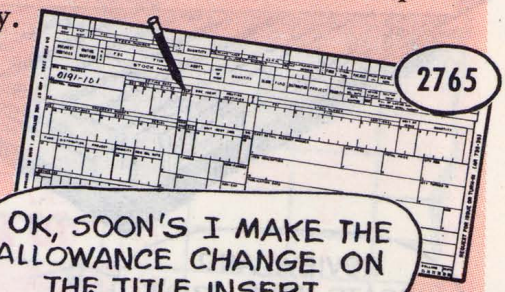
PS MORE

2ND REVIEW (180 days) —

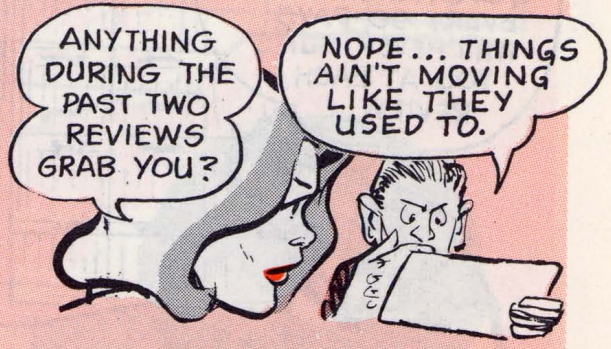
Make review entries. Increase your stocks based on demands during the past 180 days. But, don't count an item's initial allowance in your demand total. Use only the actual quantity demanded.

If the AR's table doesn't OK an increase, you draw the line under the review info, and that's that.

If the table OK's an increase, make up a 2765 for the quantity needed to bring your stocks up to the new allowance. Record the request info on the line under the review entries, and then draw the line under the request entry.



3RD REVIEW (270 days) — Note the review entries on the card, and if an increase is authorized based on demands for the past 2 review periods, follow thru like at 2nd review period.



4TH REVIEW (360 days) — Add review info, and if increase is authorized based on demands for the past 2 review periods, follow thru like at 2nd and 3rd review periods.

At this point you can also start reducing your initial allowances. That is, you use the AR's table to reduce your stocks based on demands for the past 2 review periods.

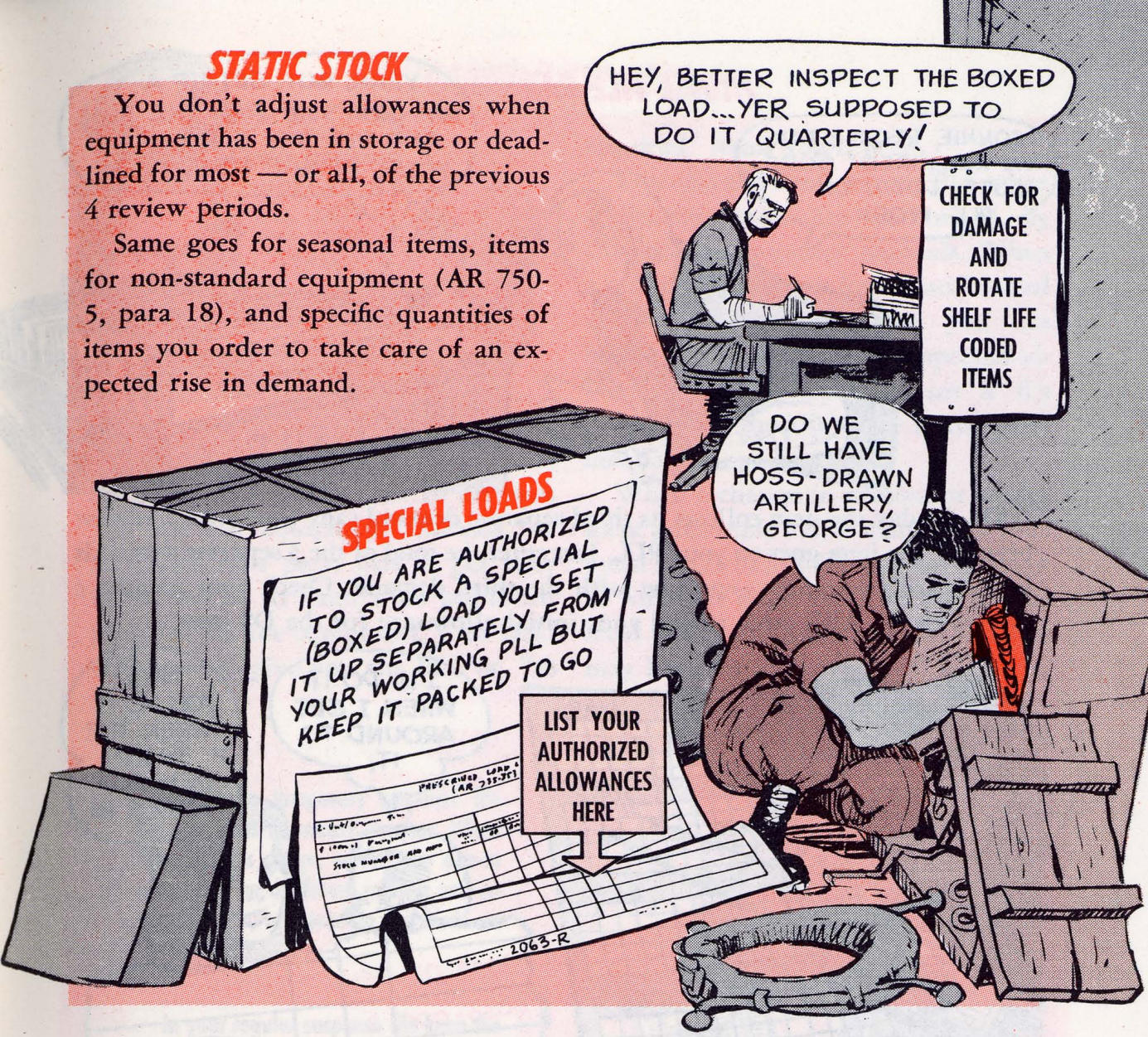
If an MS, HD or T item hasn't collected **3 demands** within the past 2 review periods, you cross it off your list. A DS item that's not had **1 demand** within the last 2 review periods also gets chopped off.

Each time you adjust an item's stockage level, be sure to make the change on the item's title-insert. When you add new items, or delete items, remember to send a PLL change notice to your DSU. You can report PLL changes on DA Form 2063-R unless some other written notice is called for by your local SOP.

STATIC STOCK

You don't adjust allowances when equipment has been in storage or deadlined for most — or all, of the previous 4 review periods.

Same goes for seasonal items, items for non-standard equipment (AR 750-5, para 18), and specific quantities of items you order to take care of an expected rise in demand.



You inspect a packaged load quarterly by the calendar, and replace any obsolete items, up-date stocks and quantities as needed by the latest publications, check for damage and rotate shelf-life coded items.

PLL INVENTORY

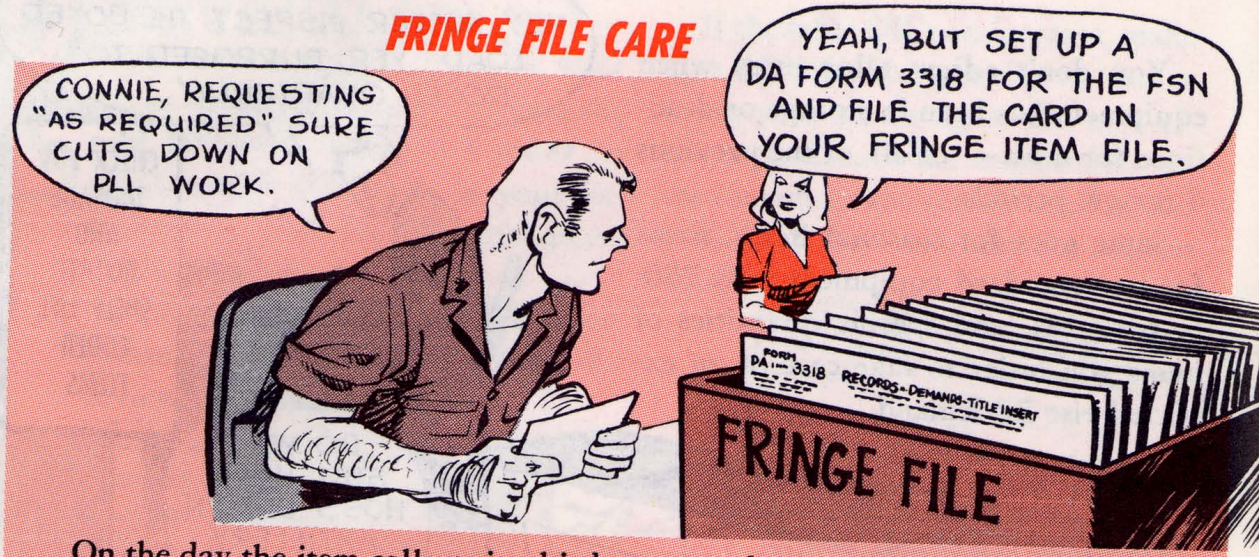
Give your working PLL a physical inventory at least every 6 months — or sooner, if the Old Man says so. Record your inventory on your 3318's, like so: Julian date and **inv** in column a, and the on-hand quantity in column d.

ANOTHER CHECK-UP

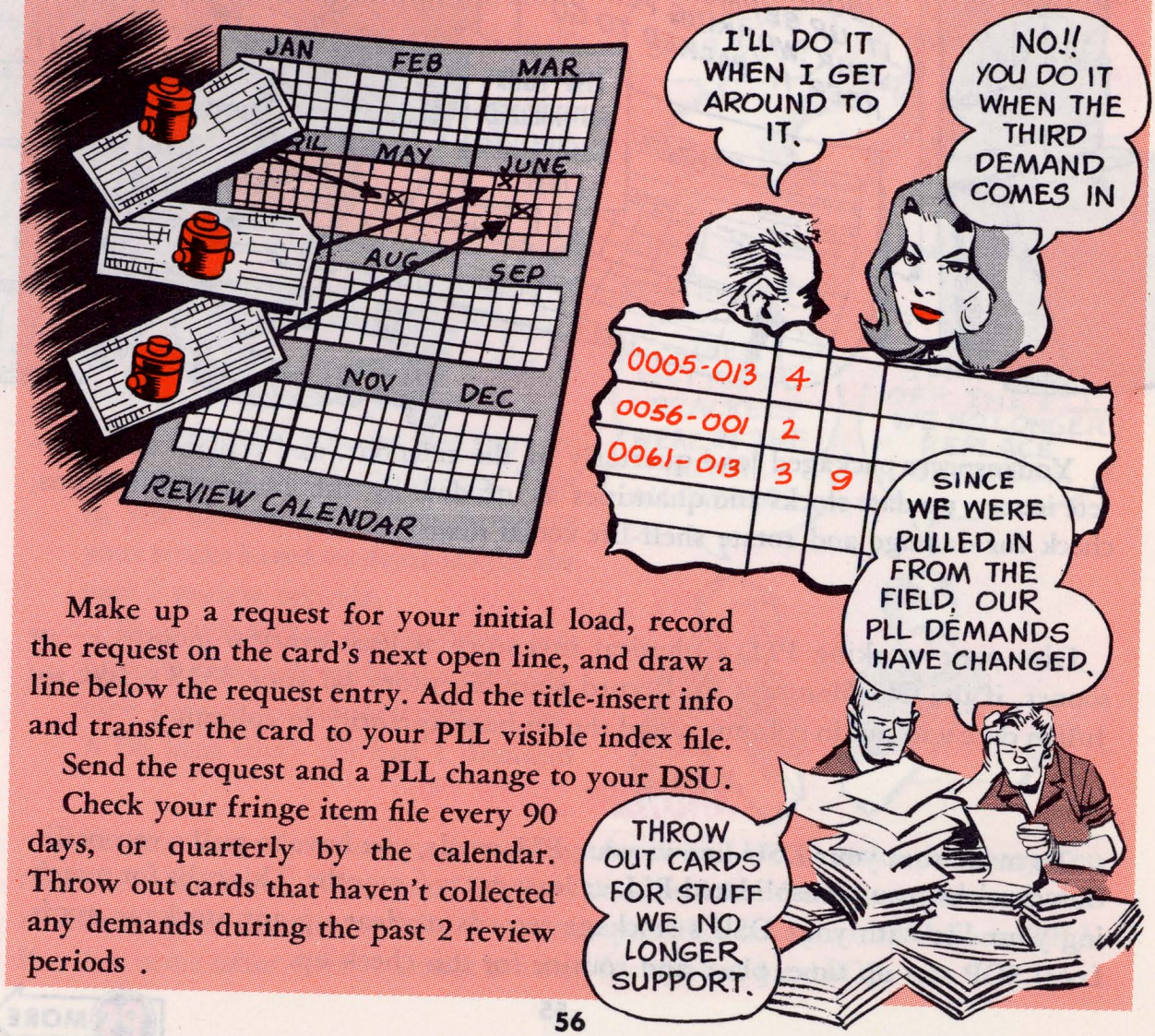
To make sure your DSU knows your PLL needs, you have to pull a reconciliation check on your consolidated PLL at least every 6 months. This calls for matching your list with your DSU's stockage records to clear up any stockage goofs. Local SOP sets up time, place and routine for this check up.

P.S MORE

FRINGE FILE CARE



On the day the item collects its third separate demand (any time with 2 review periods), the item goes on your PLL. Just enter the total of the 3 separate demands in the card's column c—on line with the third demand. Check your column c total with the AR's table to find your initial allowance for the DS item.

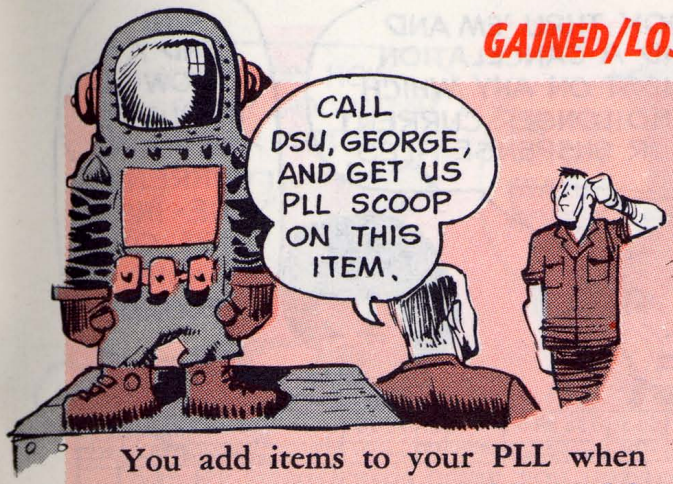


Make up a request for your initial load, record the request on the card's next open line, and draw a line below the request entry. Add the title-insert info and transfer the card to your PLL visible index file.

Send the request and a PLL change to your DSU.

Check your fringe item file every 90 days, or quarterly by the calendar. Throw out cards that haven't collected any demands during the past 2 review periods .

GAINED/LOST GEAR



You add items to your PLL when your outfit receives new models, or different types of equipment. In all cases you use the equipment manuals, or manufacturer's parts lists to get your initial stocks. If there's no published parts list for the equipment, your DSU will have to give you the PLL or "as required" items you'll need.

You also add items to your PLL when additional parts are authorized by changes to equipment manuals. When a publication change lowers authorized allowances for equipment, you can hang on to your demand supported allowance of the related items if it's greater than the allowance in the parts manual change.

When a change in mission or equipment pulls some major items from your outfit's TOE or MTOE, you have to turn in whatever stock you have for the deleted gear, and cancel any due-in's you may have on the parts.

SUSPENSE FILE SOP

Keep your temporary suspense file by your own document number. When due-in items arrive, correct the due-in notes on your document register and on your 3318's, and tear up the cards on the request.

In your regular suspense file keep the cards by your DSU's MILSTRIP document number.

In both files always put the latest card you receive in front of any other card you may have on the request.

If a temporary due-in request is converted to a MILSTRIP requisition, your DSU will send you a new due-in card. From there on in your request will be handled by the DSU's requisition document number. Get rid of any cards you have on the request in your temporary file, put the new card in your regular file, and add support's document number to column c in your document register.

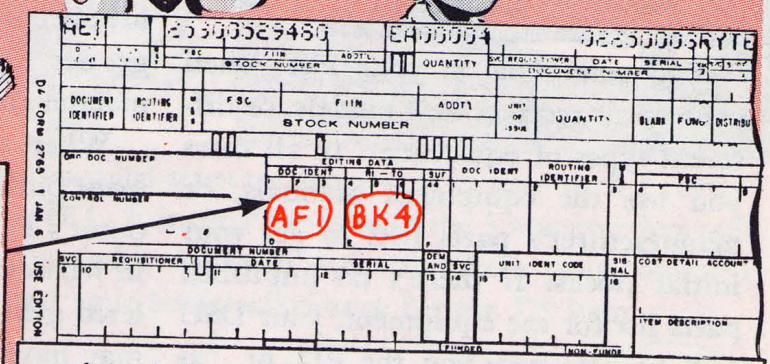
The due-in files are due a reconciliation/validation check at least quarterly.

HEY, **DSU** JUST SENT US A DECK OF CARDS ON THE DUE OUTS THEY'VE OWED US FOR OVER 30 DAYS!

LOOK THRU 'EM AND SEND A CANCELATION REQUEST ON ANY WHICH ARE NO LONGER CURRENT IN OUR SUSPENSE FILES!

AND SEND A FOLLOW-UP REQUEST ON OUR CURRENT DUE-INS NOT ON THEIR RECORDS!

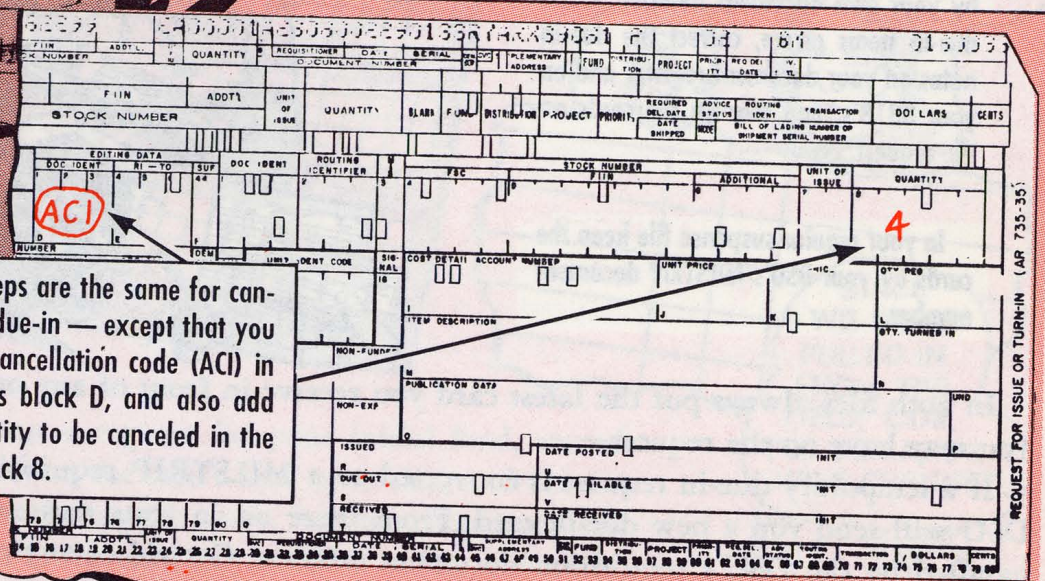
To fire off a follow-up use the last status card you received on the request. Note the follow-up code (AFI) in the card's block D, and the info from the card's columns 67-69 in block E. Circle the info with colored pencil, and send the card to support.

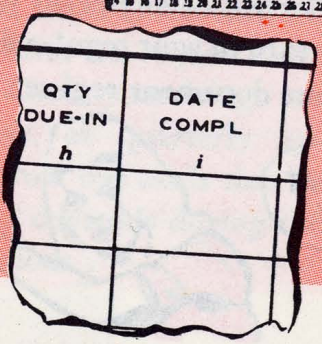


If you find zeros in the card's columns 67-69, leave block E blank.

When you have no status card on the request, note AFI in block D of your copy of the 2765 on the request, and circle the code in color.

The steps are the same for canceling a due-in — except that you use the cancellation code (ACI) in the card's block D, and also add the quantity to be canceled in the card's block 8.





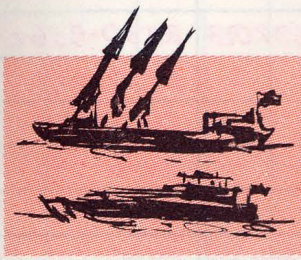
Add the Julian date and code AFI or ACI in column i of your document register, and sit back and wait for your status card reply from support.

STATUS CODE SCOOP

Supply status cards bring you important info on your requests, but most of the scoop's in code. To read the cards right and follow thru on the instructions they provide, get hep to the **advice and status** codes which support uses in the card's columns 65-66. Know how to read and use the **document identifier** codes in the card's columns 1-3, like it says in AR 710-7.

The codes are spelled out for you in App A and App D to AR 735-35. Any additional supply status codes you may have to know will be covered in your command's supply SOP.

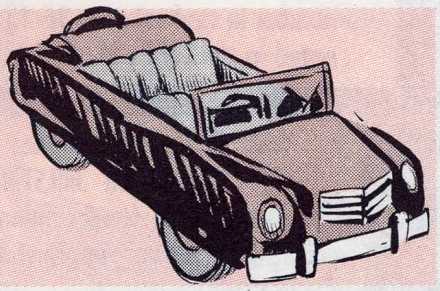
PLL'S FOR SELECTED GEAR



Repair parts stockage lists for selected missile systems, nuclear and other special gear are covered in para 6-10 — 6-12, AR 735-35. The PLL's for vessels also cover the vessels BII's, which are listed separately on the PLL.

COMMERCIAL TYPE EQUIPMENT

If you're authorized to keep a PLL for commercial equipment, you can use the manufacturer's parts list to set up your initial 15-day load. Use DA Forms 3318 and 2064 to record demands, and then adjust your load according to usage, like with anything else.



RESERVES PLL

Special PLL SOP for Reserve outfits is covered in the AR's Chap 8.

P.S MORE

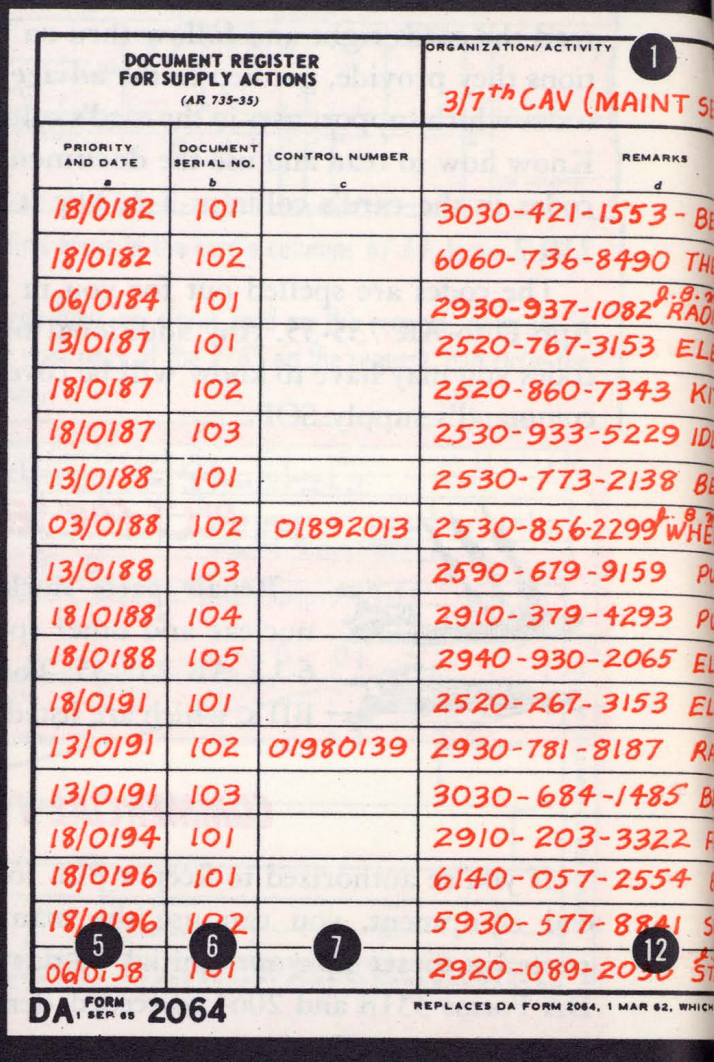
YOUR DOCUMENT REGISTER

Your outfit's document numbers will run from 001 thru 999, or from 0001 thru 9999. Your supply officer will normally assign a specific block of numbers (from whatever series he uses) for your PLL register. The Julian date plus the 3- or 4-digit number from your series completes your document number for a request. For example:

Say you're assigned document numbers 101 thru 201 for use daily. Your first document number for 8 Oct 70 will read: 0281-101. The second document number for that same day will read: 0281-102, and so on.

YOUR REGISTER FILL

1. Your shop's ID.
2. Your UIC.
3. Page number. Register's page number.
4. From/To dates. The date of the first and of the last entry from the form's column a.
5. IPD (Issue Priority Designator followed by a slash and the Julian date.)
6. Your document serial number.
7. When the DSU sends your request on up the supply line, use the last 8 digits of the MILSTRIP requisition number in this column. That's the preprinted date and serial number in card columns 36-43, or noted in the card's blocks 11-12.
8. Your DSU's ID, or the 3 digits from the MILSTRIP address code (card columns 33-35) on your supply status cards.
9. Quantity Requested.
10. Quantity received or turned-in. Use pencil to record partial shipments.
11. Quantity due-in (also in pencil).



DOCUMENT REGISTER FOR SUPPLY ACTIONS (AR 735-35)

ORGANIZATION/ACTIVITY (1): 3/7th CAV (MAINT SU

PRIORITY AND DATE a	DOCUMENT SERIAL NO. b	CONTROL NUMBER c	REMARKS d
18/0182	101		3030-421-1553 - BE
18/0182	102		6060-736-8490 TH
06/0184	101		2930-937-1082 RAD
13/0187	101		2520-767-3153 EL
18/0187	102		2520-860-7343 KI
18/0187	103		2530-933-5229 ID
13/0188	101		2530-773-2138 BE
03/0188	102	01892013	2530-856-2299 WHE
13/0188	103		2590-679-9159 PU
18/0188	104		2910-379-4293 PU
18/0188	105		2940-930-2065 EL
18/0191	101		2520-267-3153 EL
13/0191	102	01980139	2930-781-8187 RA
13/0191	103		3030-684-1485 BE
18/0194	101		2910-203-3322 F
18/0196	101		6140-057-2554
18/0196	102		5930-577-8841 S
06/0198	101		2920-089-2030 ST

(5) (6) (7) (12)

DA FORM 1 SEP 65 2064 — REPLACES DA FORM 2064, 1 MAR 62, WHICH

YOUR DOCUMENT REGISTER

Your outfit's document numbers will run from 001 thru 999, or from 0001 thru 9999. Your supply officer will normally assign a specific block of numbers (from whatever series he uses) for your PLL register. The Julian date plus the 3- or 4-digit number from your series completes your document number for a request. For example:

Say you're assigned document numbers 101 thru 201 for use daily. Your first document number for 8 Oct 70 will read: 0281-101. The second document number for that same day will read: 0281-102, and so on.

YOUR REGISTER FILL

1. Your shop's ID.
2. Your UIC.
3. Page number. Register's page number.
4. From/To dates. The date of the first and of the last entry from the form's column a.
5. IPD (Issue Priority Designator followed by a slash and the Julian date.)
6. Your document serial number.
7. When the DSU sends your request on up the supply line, use the last 8 digits of the MILSTRIP requisition number in this column. That's the preprinted date and serial number in card columns 36-43, or noted in the card's blocks 11-12.
8. Your DSU's ID, or the 3 digits from the MILSTRIP address code (card columns 33-35) on your supply status cards.
9. Quantity Requested.
10. Quantity received or turned-in. Use pencil to record partial shipments.
11. Quantity due-in (also in pencil).
12. FSN and name of part covered by the request. Also, the CO's signature authorizing priority requests (IPD's 01 thru 08), or the signature of whoever's authorized to sign for the CO. Turn-in info, as needed, FWT (Fair Wear and Tear), Unser (Unserviceable), SC (Statement of Charges), RS (Report of Survey), Inventory Adjustment, etc., also belong in column d.
13. Julian date when request is finalized. (Or the Julian date and codes AFI or ACI, in pencil, when you send in a follow-up, or cancel a request.)
14. Expected delivery date (in pencil), or other info needed on a request.

DOCUMENT REGISTER FOR SUPPLY ACTIONS (AR 725-50)

ORGANIZATION/ACTIVITY (1): 3/7th CAV (MAINT SC) | UNIT IDENTIFICATION CODE: ARX39 (2) | DATES (Day, Month, Year) (4) FROM: 0182 TO: 0198 | PAGE NO. (3): 1

PRIORITY AND DATE a	DOCUMENT SERIAL NO. b	CONTROL NUMBER c	REMARKS d	SUP SPT ACTIVITY e	QTY REQ f	REC OR TURNED IN g	QTY DUE-IN h	DATE COMPL. i	MISC j
18/0182	101		3030-421-1553 - BLT SET	193	2	2		0184	HQ1
18/0182	102		6060-736-8490 THERMOSTAT	"	2	2		0184	
06/0184	101		2930-937-1082 RADIATOR	"	1	1		0184	A16
13/0187	101		2520-767-3153 ELEMENT	"	4	4		0189	
18/0187	102		2520-860-7343 KI	"	10	5	5		0217
18/0187	103		2530-933-5229 IDLER	"	4	2	2		0217
13/0188	101		2530-773-2138 BEARING	"	2	2		0191	
03/0188	102	01892013	2530-856-2299 WHEEL	"	5	5		0188	C33
13/0188	103		2590-679-9159 PUMP	"	2	2		0188	
18/0188	104		2910-379-4293 PUMP	"	2	2		0188	
18/0188	105		2940-930-2065 ELEMENT	"	4	4		0191	
18/0191	101		2520-267-3153 ELEMENT	"	2	2		0191	
13/0191	102	01980139	2930-781-8187 RADIATOR	"	1	1		0203	
13/0191	103		3030-684-1485 BLT SET	"	2	2		0204	
18/0194	101		2910-203-3322 FILTER	"	2	2		0198	
18/0196	101		6140-057-2554 BATTERY	"					
18/0196	102		5930-577-8241 SWITCH	"					
06/0128	101		2920-089-2055 STARTER	"					

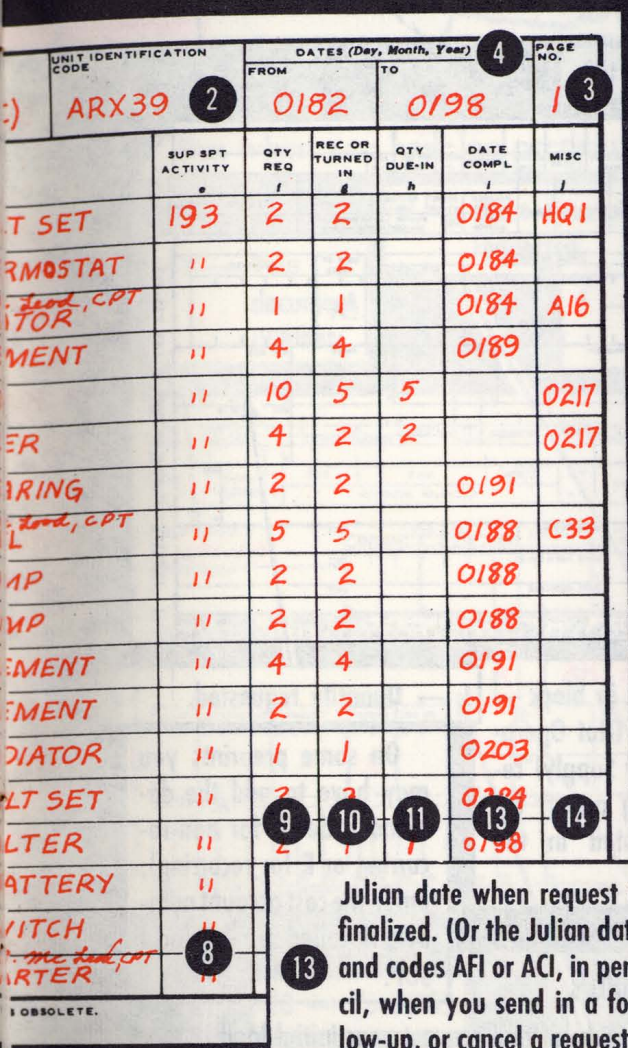
(5) (6) (7) (8) (9) (10) (11) (12) (13) (14)

DA FORM 2064 REPLACES DA FORM 2064, 1 MAR 62, WHICH IS OBSOLETE.

Except for a couple of columns, you use ink for document register info.

PS MORE

12 FSN and name of part covered by the request. Also, the CO's signature authorizing priority requests (IPD's 01 thru 08), or the signature of whoever's authorized to sign for the CO. Turn-in info, as needed, FWT (Fair Wear and Tear), Unser (Unserviceable), SC (Statement of Charges), RS (Report of Survey), Inventory Adjustment, etc., also belong in column d.



UNIT IDENTIFICATION CODE	DATES (Day, Month, Year) FROM	TO	PAGE NO.
ARX39 2	0182	0198 4	1 3

	SUP SPT ACTIVITY e	QTY REQ f	REC OR TURNED IN g	QTY DUE-IN h	DATE COMPL i	MISC j
T SET	193	2	2		0184	HQ1
RMOSTAT	"	2	2		0184	
Lead, CPT ATOR	"	1	1		0184	A16
MENT	"	4	4		0189	
	"	10	5	5		0217
ER	"	4	2	2		0217
RING	"	2	2		0191	
Lead, CPT L	"	5	5		0188	C33
MP	"	2	2		0188	
MP	"	2	2		0188	
EMENT	"	4	4		0191	
EMENT	"	2	2		0191	
DIATOR	"	1	1		0203	
LT SET	"	2	2		0204	
LTER	"	2	1	1	0198	
ATTERY	"					
VITCH	"					
Mc Lead, CPT RTER	"					

OBSOLETE.

9 10 11 13 14

13 Julian date when request is finalized. (Or the Julian date and codes AFI or ACI, in pencil, when you send in a follow-up, or cancel a request.)

14 Expected delivery date (in pencil), or other info needed on a request.

Except for a couple of columns, you use ink for document register info.

P.S. MORE

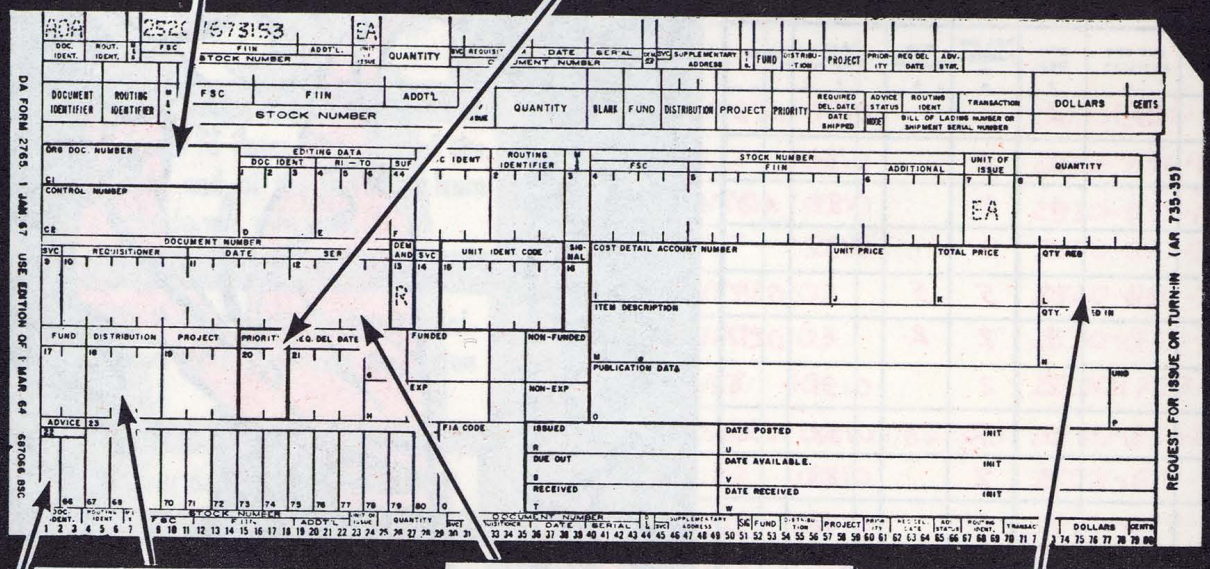
Your DSU has the latest info on an item's status in the supply system, and since they prepare your 2765 preprints, you can say that your FSN info comes right from the horse's mouth. Preprints save you time and speed-up your requests.

When you use a preprint you make some 3-8 entries at most. But when you make up a request from scratch you have to hustle up info for some 13 or more blocks.

On a preprint you provide:

C1 — Your document number.

20 — Your IPD.



18 — Equipment code (on NORS requests only).

12 — G, in first slot in block — if it's a NORS (Not Operationally Ready Supply) request covering a part for equipment listed in the AR's App C.

L — Quantity requested.

22 — Advice code (from the AR's App A), if you're sending DSU some special instructions on the request.

On some preprints you may have to add the demand code (N for non-recurring or R for recurring), enter the cost account number, if called for by local SOP.

PLL UND's and IPD's

In figuring up your IPD's for your 2765's use: **C UND** when you request your initial load. **D UND** for normal replacement of stocks. **B UND** for stocks at zero balance, and for **BII** (Basic Issue Items) for mission-essential equipment.

The scoop on assigning IPD's and UND's is in the AR's App B. In App I, the AR lists items that never rate a top priority IPD — unless the request is justified through command channels. See the AR 735-35's para 1-6b.

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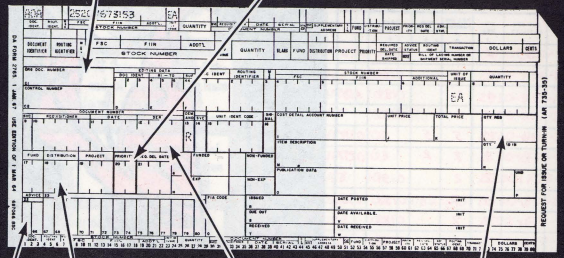

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The scoop on assigning IPD's and UND's is in the AR's App B. In App I, the AR lists items that never rate a top priority IPD — unless the request is justified through command channels. See the AR 735-35's para 1-6b.

But when you have no preprint, you provide this info:

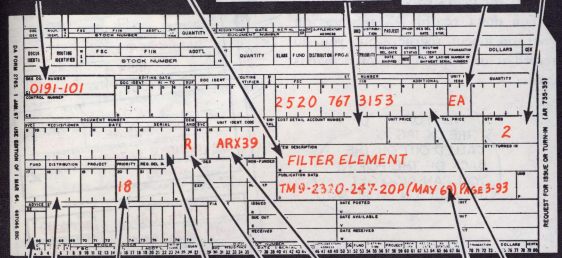
C1 — Your document number.

M — Short description of item requested.

I — Cost detail code (if required locally).

L — Quantity requested.

7 — Unit of issue.



20 — Your IPD.

18 — Equipment code (NORS only).

22 — Advice code (if needed).

12 — G (for NORS only).

13 — Demand code. An N for a non-recurring demand. An R for a recurring demand.

15 — Your UIC.

4-6 — FSN.

0 — Parts manual number, date, and page.

PS MORE

FORM 2765

But when you have no preprint, you provide this info:

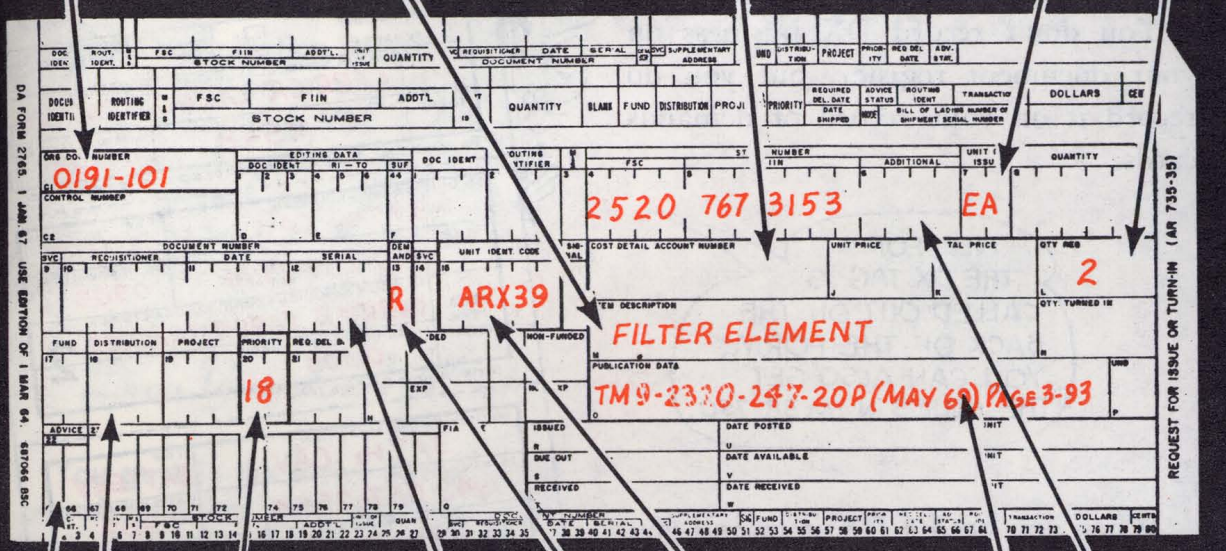
C1 — Your document number.

M — Short description of item requested.

I — Cost detail code (if required locally).

L — Quantity requested.

7 — Unit of issue.



15 — Your UIC.

4-6 — FSN.

20 — Your IPD.

13 — Demand code. An N for a non-recurring demand. An R for a recurring demand.

18 — Equipment code (NORS only).

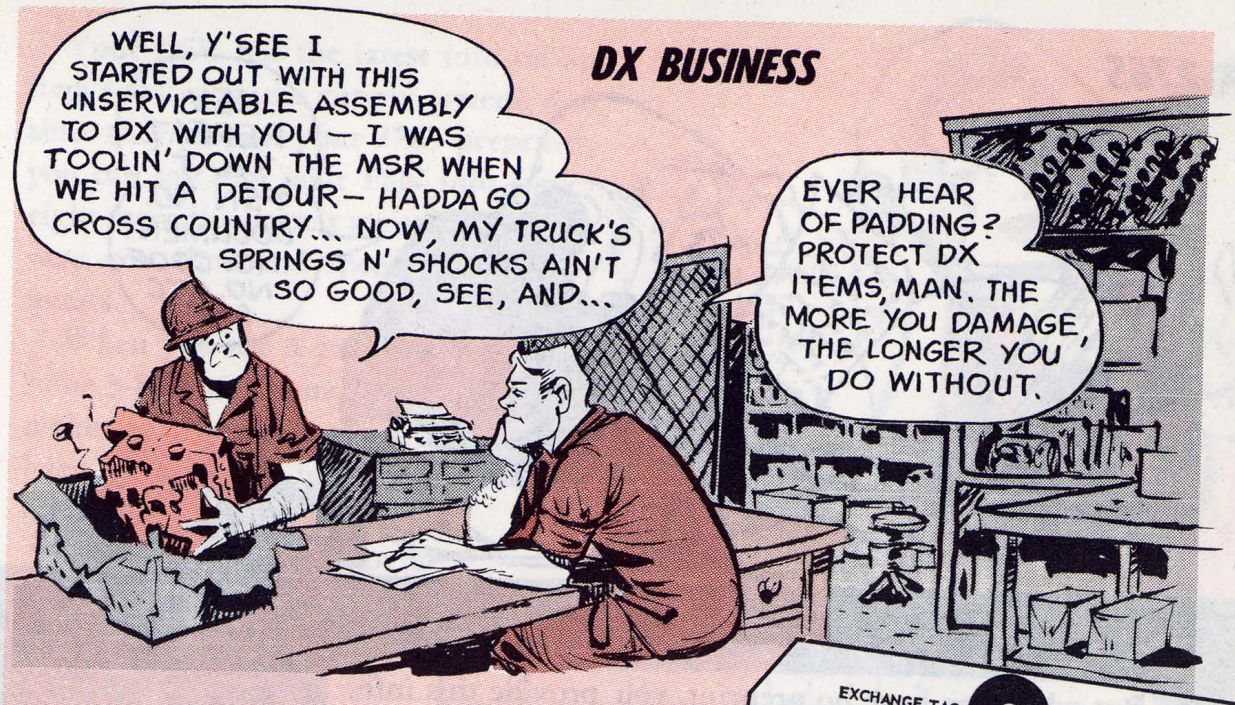
22 — Advice code (if needed).

12 — G (for NORS only).

0 — Parts manual number, date, and page.

PS MORE

DX BUSINESS

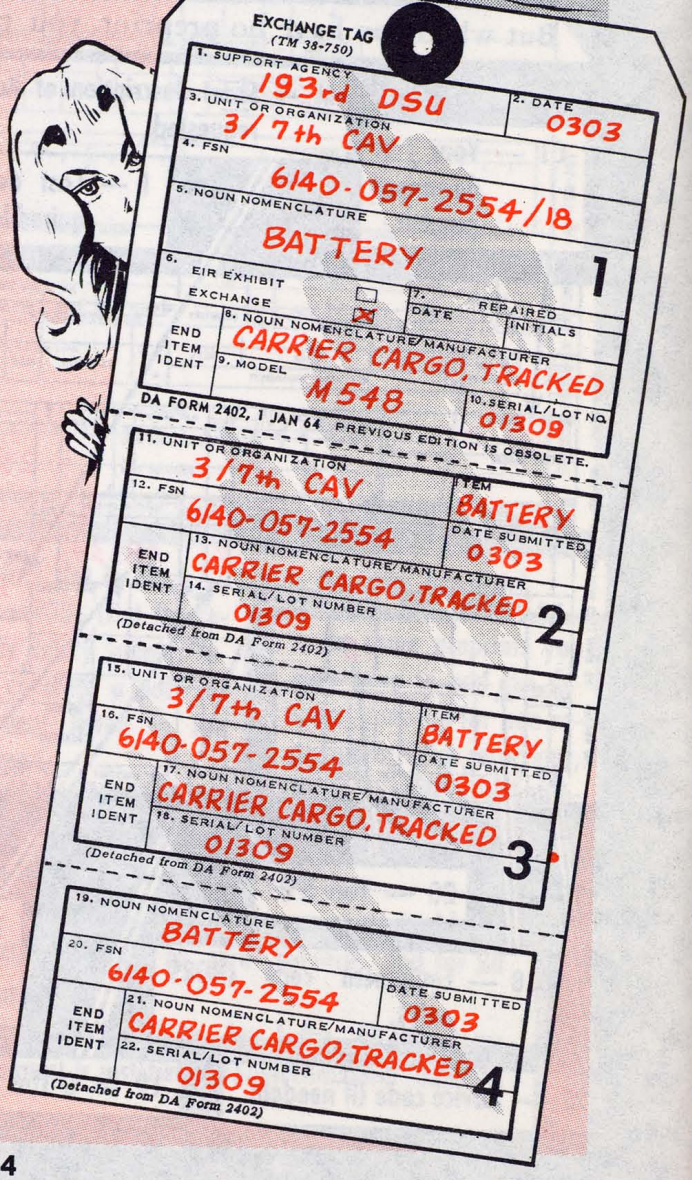


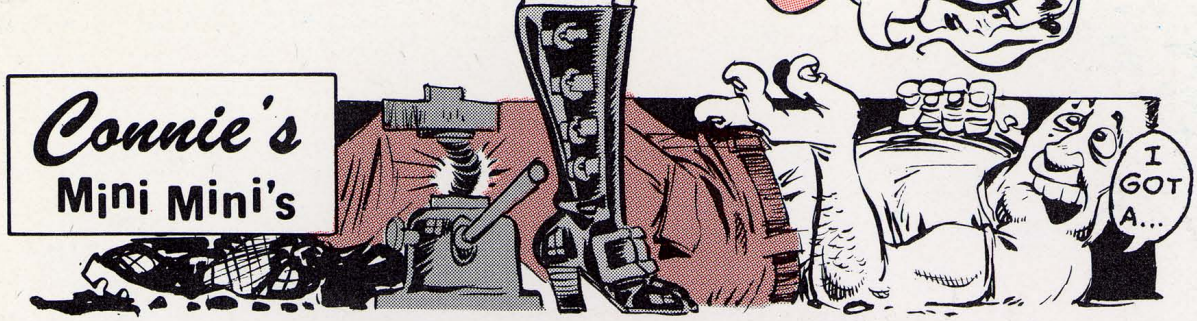
On your DA Form 2402's for DX items be sure to add your IPD in block 4, after the item's FSN.

You don't record DX business on your document register, but you do record it on your record of demands cards.

FILL FOR THE DX TAG IS CALLED OUT ON THE BACK OF THE FORM. YOU CAN ALSO GET THE CLUES IN TM 38-750.

When you need a DX item and you don't have an unserviceable like item to swap with support, you use a note on the back of your 2765 to explain that the unserviceable item has been accounted for as a loss, or that the stock level for the DX item is new or an increase, whatever the case may be. The CO signs the note.





For A Bum Steer

You've been given 180 days to get MWO 9-2320-206-30/10 (Jan 71) applied. Failure to apply the MWO can mean that you may lose power steering, which makes it almost impossible to control the 10-ton M123A1C or M123E2 truck. This could mean loss of steering with somebody getting hurt or you could bust-up your truck.

New Supply TM

Got questions or problems on supply? Grab a copy of TM 10-255 (Oct 70), Unit and Organization Supply. It'll boost your know-how on all phases of supply. It covers everything from the property book to the PLL operation. It also lists scads of related pubs that'll give you added know-how. Order copies on DA Form 17 from St. Louis.

Drop Your CAOSL

You guys in the active Army can forget about using parts stockage info in your CAOSL, TM 9-2300-223-20P (Jul 65). That stockage list has been superseded by individual PLA sections in track and wheel vehicle parts manuals. The CAOSL will be used for a temporary time by the National Guard, Army Reserves and ILS.

Caution Label

Reminder: If you're after the label that reads "WARNING — DO NOT START VEHICLE WHILE RADIO IS ON," you can get it by firing off a DA Form 17 to your pubs centers. Ask for DA Label 132 (Nov 69). You'll need one per radio-equipped vehicle. The authority is SB 11-624 (Mar 70).

SB-22 Ground Rod

Been looking for an SB-22/PT switchboard ground rod? FSN 5975-224-5260 will get you the MX-148/G. It's on page 3-40 of SB 700-50 (Jul 69).

Kit Just Right?

If an aircraft component repair kit does not meet your requirements—too many parts or not enough—for a normal repair, make with an EIR (DA Form 2407) to the U.S. Army Aviation Systems Command. That's the scoop in para 5a of TB 55-1500-315-25 (Dec 70) on repair kits.

Would You Stake Your Life right now on the Condition of Your Equipment?

Modification
Work
Order
IS A CALL FOR...
ACTION
• LIST IT, ON DA 2408-5 (OR DA 2409)
• APPLY IT, THEN
• REPORT IT, ON DA 2407
• RECORD IT ON DA 2408-5 (OR DA 2409)